

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones
"POWAN"	2,338 "	" W. A. Valentine
"FATSHAN"	2,266 "	" R. D. Thomas
"HANKOW"	2,073 "	" C. V. Lloyd
"KINSHAN"	1,995 "	" J. J. Lossius

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain G. F. Morrison, R.N.R.
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Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.
Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,119 tons	Captain T. Hamlin
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain J. Wilcox
"NANNING"	509 "	" C. Butchart

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Samshui, Howik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tai-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow	Single \$15.00. Return \$25.00.
Canton to Tak Hing	Single \$12.50. Return \$21.00.
Canton to Samshui	Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

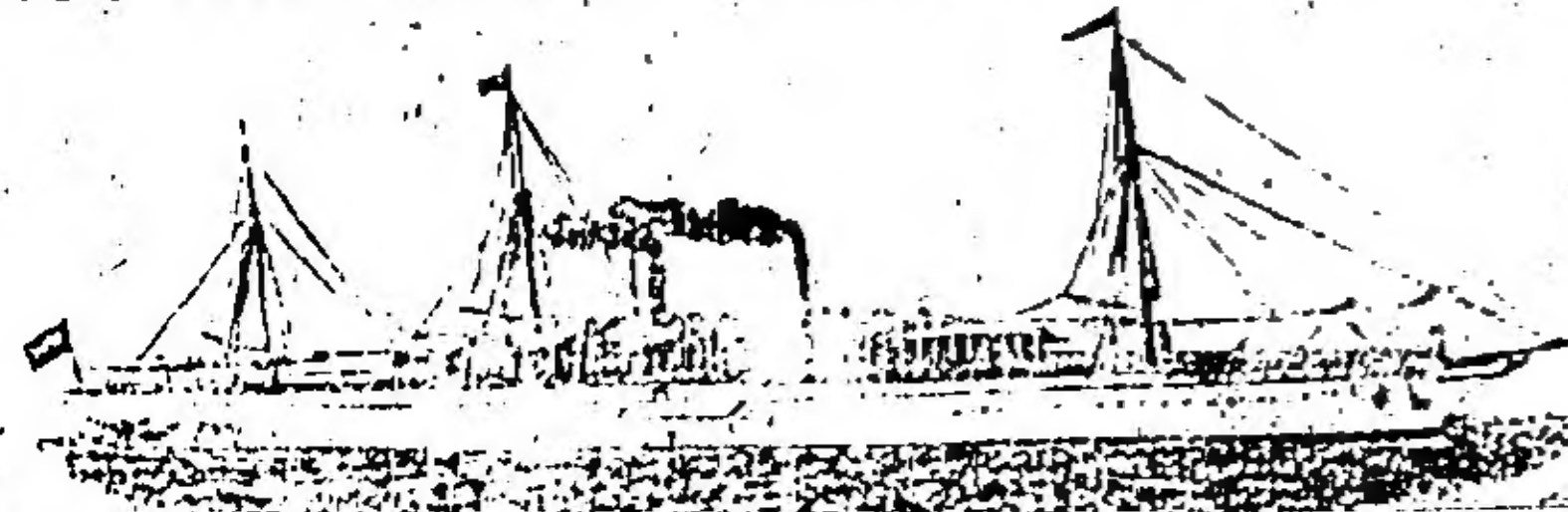
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 23rd July, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Travel.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF CHINA"	6,000	WEDNESDAY, August 1	August 22
"TARTAR"	4,475	WEDNESDAY, August 8	September 1
"EMPRESS OF INDIA"	6,000	WEDNESDAY, August 22	September 12
"ATHENIAN"	2,440	WEDNESDAY, September 5	September 29
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, September 19	October 10
"MONTEAGLE"	6,163	WEDNESDAY, October 3	October 27

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class \$100.00. 2nd Class \$60.00. 3rd Class \$40.00. Via New York \$60.00.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail \$40.00.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 23rd July, 1906

Corner Pedder Street and Praya, opposite Blaks Pier, 1/3

HONGKONG-MACAO LINE.

S.S. "WING CHAI"	Tons	Captain
"KWONG CHOW"	1,309	T. R. MEAD
"KWONG TUNG"	1,238	H. W. WALKER

THIS Steamer departs from Hongkong on Week Days and on Sundays, at 7.30 A.M., and returns from Macao at 2.30 P.M., as on Week Days.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$5; Return Ticket, \$5; 2nd Class, \$3; 3rd Class, \$2.

SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2.
1st Class—Return, \$2; with Cabin, \$3.
3rd Class—Single, 40 cents; Return, 60 cents.
Steering—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.

Hongkong, 12nd June, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW"	Tons	Captain
"KWONG TUNG"	1,238	H. W. WALKER

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4 each.

Meals—20 cents each trip.

Also

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:—1st Class single \$1 with cabin berth \$2.00 return \$2.00.

2nd Class single \$0.80, return \$1.50.

Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD., No. 8, Queen's Road West

Hongkong, 13th July, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.

ON WEDNESDAY, the 1st day of August, 1906, at Noon, the Steamship BAYERN, Captain Formes, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 30th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 31st July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 31st July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61.00	\$42.00	\$22.00
Return	91.00	63.00	33.00
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65.00	44.00	24.00
Return	97.00	66.00	36.00
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	61.00	44.00	26.00
Return	115.00	79.00	47.00
VIA BREMEN OR SOUTHAMPTON	68.00	46.00	27.00
Return	123.00	83.00	49.00

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERRBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 31st August.
PRINZ WALDEMAR	3,227	TUESDAY, 18th September.
PRINZ SIGISMUND	3,302	TUESDAY, 16th October.

ON TUESDAY, the 21st day of August, 1906, at Noon, the Steamship WILLEHAD, Capt. Obenauer, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	\$58.00	\$38.00	\$28.00	Return \$120.00	\$72.00
TO BRISBANE	\$60.00	\$40.00	\$30.00	Return \$120.00	\$72.00
TO SYDNEY	\$63.00	\$43.00	\$33.00	Return \$120.00	\$72.00
TO MELBOURNE	\$64.00	\$44.00	\$34.00	Return \$120.00	\$72.00
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$110.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$110.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$97.00
TO EUROPE VIA AUSTRALIA AND AMERICA	95.00
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT

YOKOHAMA & KOBE	WILLEHAD	WEDNESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH	WEDNESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SACHSEN	WEDNESDAY, 15th August.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$62.00
TO BREMEN	63.00
TO PARIS VIA CHERBOURG	65.00
TO NAPLES, GENOA VIA GIBRALTAR	65.00

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 23rd July, 1906.

Docks.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed. Liebers, Sootts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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"MINIMAX"

HAND

FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.

LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO HOSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

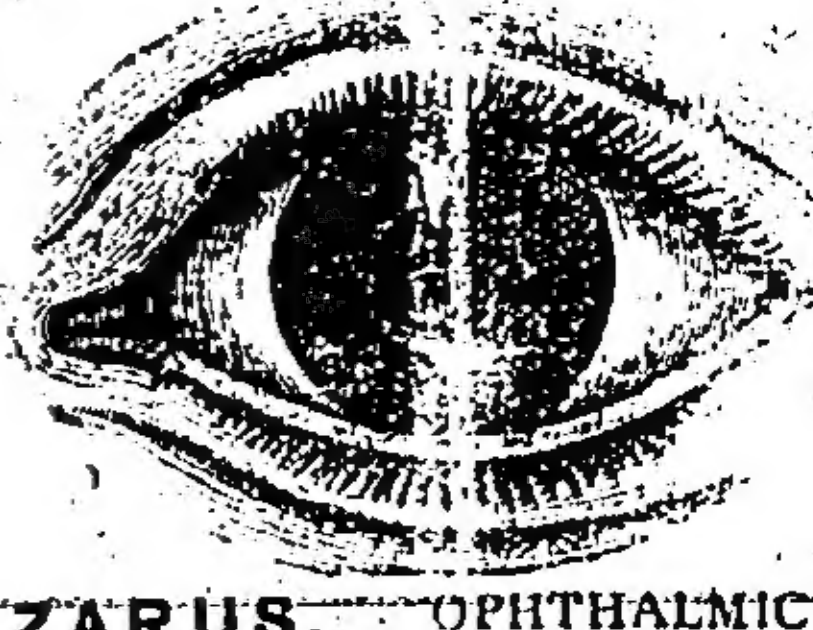
Is Self-acting. Destroys all smoke. Can be used by anyone, even a child. Minimum of Price, Weight and Size. Hongkong, 10th May, 1905.

"MINIMAX"

Always ready for immediate use. Requires only one hand to hold. Weight only 16 lbs. when full. Maximum of simplicity and effect.

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EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN.

8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,

21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.

Hongkong, 27th November, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, AT 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

- B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule 12.00
- O. MANZANILLA, PALE NATURAL SHERRY, White Capsule 13.50
- CO. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule 16.00
- D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule 18.00
- E. EXTRA SUPERIOR OLD PALE DRY, Very Fine Quality (old bottled), Black Seal Capsule 27.00
- B, C, and CC are excellent Dinner Wines, D and E are After-Dinner Wines of a very fine Vintage.
- ALL ARE SUPERIOR XERES WINES.

COGNAC BRANDY.

- A. OLD PALE 20.00
- B. SUPERIOR VERY OLD COGNAC 27.00
- C. VERY OLD LIQUEUR COGNAC 33.00
- D. HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC 40.00
- D. is a VERY FINE LIQUEUR BRANDY which we guarantee cannot be matched at the price.

All the above prices are subject to a discount of 5 per cent.

A. S. WATSON & CO.,
LIMITED.ALEXANDRA BUILDINGS,
Hongkong, 25th July, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hee Road, and should be accompanied by the Writer's Name and Address.

Only by letter communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—2000 annu.

Weekly—\$15 per annum.

The rate per quarter and per annum, proportioned.

The daily issue is delivered free when the address is accessible to messenger. (On copies sent by post an additional \$1.80 per quarter is charged for postage.)

The postage on the weekly issue in any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 28, 1906.

EVENING CLASSES FOR
HONGKONG.

Nearly twelve months ago, we commented on the action of the educational authorities in Shanghai in establishing evening continuation classes for the benefit of those who desired to increase their knowledge of literary and technical subjects. We had the temerity to suggest that the Government of Hongkong might be induced to follow the example of the northern Settlement, in order that the intelligent and studious youth of the Colony, who had been compelled to relinquish their day studies, might have an opportunity of extending their elementary education by attending evening classes. As a rule, to suggest innovations of such a character is to cry in the wilderness; but fortunately Hongkong is blessed with a Governor at present who is keenly alive to the advantages of education and loses no occasion to point out its potentialities. For many months His Excellency Sir Matthew Nathan has had the idea in mind, and when the school prize distributions were in flood in the early part of the year he seldom failed to refer to the proposed inauguration of evening continuation classes to be held under the auspices of the Government. The result of His Excellency's initiative and energy is now seen in the prospectus published in this week's *Gazette*. The evening continuation classes will begin on Wednesday, 3rd October, and the subjects which will be taught should appeal to a wide section of the younger generation. There will be three courses: commercial, engineering, and science, and the classes and subjects to be taught are graded to meet the requirements of the learner as well as the

advanced students. From a glance at the proposed work of the classes, it is clear that if the student diligently pursues his studies he is bound at the end of three sessions to have acquired a useful knowledge of the subjects for which he has entered. The commercial section which will doubtless be largely attended by those who intend to follow a clerical career, or are already engaged in city offices, is admirably framed for the needs of those whose education is imperfect in the essentials. The industrious pupil has the choice of attending classes in shorthand, book-keeping, commercial geography, commercial arithmetic, modern languages (French, German, Japanese and advanced English), and letter-writing. There are many in Hongkong besides those who are compelled to work for a living who would derive immense benefits from a course of instruction in two or more of these subjects. Shorthand is put in the forefront, but shorthand scarcely deserves that prominence. In the United Kingdom hundreds annually attend the opening classes in photography and sedulously commit outlines to their memories, but the drudgery of learning shorthand quickly palls and the students drop off until only half a dozen enthusiasts are left at the end of the session to claim the reward of their diligence. No applicant should be received as a pupil in the shorthand class unless he is thoroughly grounded in English, and we might go farther and say that no pupil should be admitted in the class until he has passed a fair examination in advanced English. Shorthand is merely an auxiliary, not an essential. It is amusing to hear people bewail the fact that they did not learn shorthand in their youth when every sentence they utter is punctuated with solecisms and marked by execrable grammar. Of course, shorthand is a desirable accomplishment, especially in a clerk; but it does nothing to train the mind. It is a purely mechanical art. If pupils studied English in the first place, acquired a working knowledge of commercial geography, and proved themselves reasonably proficient in commercial arithmetic, then let them take up shorthand, for the study of that subject will prove, in a measure, a lesson in mnemonics. For Chinese pupils, who have passed in English, shorthand is specially to be recommended; because the placing of the vowels teaches the recognised and proper pronunciation of words which are not often used in ordinary conversation. Nothing is more racking than to hear a presumably educated man stumbling over common words; the Latinist shudders when he hears a false quantity, but what can be said of the Britisher who blunders like a bull through his own language? Commercial geography will be illustrated by lantern views, and expositions are to be given on such matters as the birth of cities, transport, distribution of population, the world's markets and trade routes, etc. There should be a large number attracted to the class in commercial arithmetic, for among the questions to be dealt with under this heading are such brain-twisters as local currency, exchange problems, Chinese, Indian, and Japanese money and weights, partnerships, commission and insurance, etc. The teacher who seeks to inform the youthful mind of the causes which lead to the appreciation or depreciation of the dollar, and to explain the reason why the Singapore dollar is at a premium, and subsidiary coinage is rejected in Hongkong has a task before him from which even the redoubtable W. J. Bryan might shrink. Mr. Balfour has confessed that on the subject of bi-metalism he is as a little child, and how the problems of exchange are to be expounded and explained without reference to the monetary metals it is difficult to see. It will certainly be interesting to scan the examination papers submitted by the students at the close of the session. The engineering course comprises practical mathematics, applied mechanics and mechanical drawing. A very ambitious programme has been drawn up and no apprentice at any of the engineering yards in the Colony should fail to attend. If only the Chinese foremen in the Government yards could be induced to take up the study of the classes in this section they would benefit immensely, but it is to be feared that their lack of education in the three R's will exclude them from participating in this section. Still, they could attend the commercial section in the first instance and work their way up to the technical class. If employers would only encourage their assistants to improve their mental equipment they would be conferring a boon on the youths under their control, besides helping to advance the interests of the Colony. At the same time, they would probably reap the benefits which flow from the work of intelligent and educated juniors. There will be two sessions in the year, the first beginning in the first week of October and closing two weeks before the Chinese New Year; and the second commencing two weeks after the Chinese New Year and closing in the last week of May. That is to say, the entire winter season will be devoted to evening continuation classes. The classes are open to all

who are over 14 years of age irrespective of nationality, but applicants under 17 years of age must produce satisfactory references. Students attending the classes will be required to pay a registration fee of \$5 on admission. At the close of the year the whole of the fee will be returned to any student whose conduct and progress are reported as satisfactory by the class-master, if the number of his attendances equals 90 per cent. of the possible number of attendances in the classes that he has joined; half the fee will be returned if the number equals 75 per cent. No registration fee will be charged students who continue their course of study for a second year. A fee of \$1 a month will be charged for the first class taken and one of 50 cents a month for each additional class. In the engineering and science classes a deposit not exceeding \$3 must be made by students who have the use of any instruments or apparatus of value. This fee will be returned to the student at the close of the year if the instruments and apparatus have received no damage at his hands. It is also stated that the students will be required to do home lessons. Surely that is a mistake, unless the lessons are very short. How can a working apprentice or a clerk who may be working all day and into the night find time to write up his home lessons unless he steals his master's time or denies himself all recreation? A student attending classes every night of the week could not possibly do home lessons which would in any way indicate his progress; he could not do himself justice, and to suggest that unless his home lessons are up to the mark he will be disqualified for a prize is to discourage the plodding student who is chained to his daily toil and give an unfair advantage to those who are not compelled to grind their hearts away at a desk every day. As previously noted, students are required to deposit \$5 as a registration fee and pay class fees in addition. Now it cannot be gainsaid that there are many poor boys in Hongkong, Europeans and Chinese alike, who would be only too glad to take advantage of these evening classes, but cannot find the money to pay fees. Would it not be possible to establish scholarships for such boys so that they could increase their education? The system is common in Great Britain. The applicant is required to pass a competitive examination, and on doing so is allowed to attend whatever classes may suit him. All that is required is that the applicant should prove his parents are unable to provide the money for his fees. But perhaps that will come in time. We earnestly trust that these evening classes will prove a success, not only for the sake of the pupils but also, as some recompense to His Excellency the Governor who has given so much consideration to the scheme. The Hon. Mr. A. J. W. Buxton, Dr. G. H. Bateson, Wright, Mr. E. A. Irving and Mr. E. N. H. Jones, A.M.I.C.E., are the members of the Supervisory Committee, and Mr. W. H. Williams is the organising secretary. We trust that all employers in the Colony will personally advise the youthful members of their staff to attend these classes and that no opportunity will be lost to extend their scope and efficiency. To allow these classes to fail for want of support would be nothing more or less than a city scandal.

IN DEFENCE OF THE CIVILIAN.

Whenever a civilian discovers a grievance he immediately assumes that the police are to blame and promptly decides that their presence in the city is more ornamental than useful. It is perfectly true that the police are occasionally far more interested in some coolies who are passing an idle hour by playing the Chinese equivalent of pitch and toss than attending to more important affairs. There are those, probably, who would accuse the police of being responsible for the subsidiary coinage nuisance. But, after all, the police are very much in the hands of their superiors and seldom encouraged to act absolutely on their own initiative. When they do the real character of the men appears, as was evidenced by the case in which Inspector Langley was prosecutor at the Magistrate's day. As a result of that case, which is reported in another column, the ricksha-coolies will probably think twice in future before they victimise a civilian. The Inspector had just arrived from the New Territories, and being in plain clothes and apparently a stranger he appeared to be fair game for the ricksha men. When they saw him leave the Hongkong Hotel they naturally thought that they had discovered a simple tourist, and one bolder than the rest pounced upon the Inspector with a demand for 80 cents. Now, a tourist or a newcomer to the Colony would probably have handed over a few cents to the coolie in order to get rid of his clamour and disturbance. No doubt the coolie reckoned upon that, for not only did he yell and shout imprecations at the Inspector but he also induced others of the gang to join in the chorus of abuse and clamour. The Inspector steered his heart against the howling derisives, and if human nature is to be depended upon at all, laughed in his sleeve

at the folly of the ricksha man, who had originally demanded money for a ride which had never been taken. Inspector Langley led his unsuspecting quarry right into the jaws of perdition, to wit a European constable, and the luckless wight was led to gaol to meditate over the inequalities of this world, where police inspectors look like civilians to the discomfiture of hard-working individuals like himself. When the case was called, it seemed, according to the report, as if the Magistrate was unable to find any bye-law under which the coolie could be convicted. Given a copy of the statistics of the Colony, and a copy of the bye-laws, together with a glance at the terms of the ricksha licence, it is safe to say that any ordinary layman would quickly have found a section under which the coolie, who was nothing more or less than a thief foiled of his prey, could be dealt with. Inspector Langley prosecuted with an aptness of illustration and suggestion which is seldom found in police court reports. He pointed out a fact which is only too true, that had it been a civilian who was the victim of the coolies' importunity, he would probably have called an Indian or a Chinese policeman who would have believed the coolie and hailed the unfortunate victim to Court on a charge of refusing to pay his fare. The police force might keep that fact in mind. Nobody would have given any attention to the civilian's story; the coolie would have mustered a crowd of "witnesses," and if the alleged fare had escaped with a fine for attempting to defraud the poor coolie, instead of being charged also with assaulting the police and being drunk, he might have considered himself in luck. Fortunately, it was a sensible and highly-intelligent police inspector who was baited and the coolie is the sufferer. No longer will he be able to swindle strangers for his licence has been cancelled, and if his example serves to deter other ricksha men from the old practice of "squeezing" the visitor he will not have lived in vain. Inspector Langley deserves the thanks of every one in the community for his manly championship of the civilian and his straightforward and common-sense statement of the pitfalls which await the civilian at every point.

LOCAL AND GENERAL.

The names of Mr. L. G. Bird and Mr. A. R. Austin have been added to the list of authorized architects in the Colony.

The departure from Douglas wharf of the s.s. *Hongshan* for Macao to-morrow is fixed at 9.30 a.m. She returns from Macao at 3 p.m.

Mr. David Wood has been appointed a director of the Widows and Orphans' Pension Fund in succession to Mr. E. C. L. Lewis, absent from the Colony.

It is notified in the *Gazette* that His Excellency the Governor has been pleased to direct that Sunday, the 6th of August, being a Bank Holiday, shall be observed as a holiday by the Government departments.

YUENG TANN (13), who was remanded recently for stealing a cash box containing one gold watch and a finger-ring, valued at \$18, and a promissory note worth \$50, was dealt with by Mr. H. H. J. Gompertz, at the Police Court yesterday. He was ordered to be banded and to be confined in gaol for three days.

News from the New Territories which arrived in the Colony to-day is to the effect that the squall which swept this Colony on Thursday did considerable damage to the rice crop. The river rose several feet and flooded the paddy-fields; huge trees were uprooted by the winds and blown yards away, while the heavy rains did not do any good to the mud huts, some of which are near collapsing.

The local authorities have given instructions to the Chief Superintendent of Police, to interview the head monk of the Mei Chow Temple, in the western suburb, to discuss the subject of utilising a large piece of vacant land in front of the temple for the purpose of erecting a public market. The plan of this market is said to be similar to that of the Hongkong central market. —*Canton Daily News*.

The body of a Chinese boy was seen floating in the harbour early this morning, and removed to the mortuary by the police. A Chinaman, who heard of the recovery of the body, attended at the morgue and identified the body as that of his son, who was drowned a few days ago during the squall. He said, on being questioned, that his son and himself were rowing for shelter when the squall struck the Colony. A strong wave swept his boy into the sea. He jumped into the water to save him, but the boy had already disappeared.

TO-DAY was an extremely dull day, at the Magistrate's. With the exception of a few opium cases and a few petty matters it was a day for gamblers. Fourteen men were arrested gambling at No. 44, Aberdeen Street, yesterday. The two leaders were fined \$15 each and the remainder \$2 each. Eight men came from No. 51, Staunton Street, and they were ordered to pay similar fines, except in the case of one, who had a previous conviction, and he was mulcted in \$50. West Point came out first in the matter of fines. They had five men from 4, Torsion Street. The leader was fined \$25; another, who also was the owner of a previous record, \$20 and the others \$5 each. The New Territory (Cheong-chau) contributed six boatmen for gambling on the foreshore. They admitted the charge and paid \$4 each.

HONGKONG SURPRISED.

A JAPANESE HINT TO SLEEPY DRONES.

Just as the cocks began to crow this morning, residents in the vicinity of Queen's Road were awakened by a tremendous hubbub. At one moment it seemed as if an army was on the march through the city. The dull thuds of a big drum reverberated and re-echoed in the still air. The Hungtutzes were upon us, and trembling coolies hastily gathered their two pieces of ribbon and a hairpin, all their worldly possessions in fact, and started to run. Before they had time to loot a sleepy cigarette-dealer's stall, the cannon-beats ceased, and the weirdest coterwalling that has been heard for many a day startled the ear. It seemed as if the Inferno had been let loose. The Chinese amateur musician has a happy knack of giving excruciating agony when he is in the mood, but even he and his tribe slunk away in face of this masterpiece of discord. Then a steam-engine, or something resembling it, had an innings. It was a gross travesty of the real thing. By-and-by, when the excitement of the nervous and the curiosity of the stolid had been aroused to fever pitch, and all the balconies were crammed with half-naked, and in the case of the children absolutely naked, humanity, the modern morning marauders made their appearance. It was a band, and a Japanese band at that. Right bravely they stepped out, and swaggered, and strutted like peacocks on a frosty day. First came an imitation Wee Macgregor, with "toogie" complete. Above, below and behind him was a monstrous drum; nothing could be seen of the drummer except the top of a diminutive cap and a wagging arm. Sometimes the arm made a violent swing only to miss the drum altogether. Two successive swangs of that sort would have swiped Hongkong into the middle of next week. The feat was an impossible one, but trust a Jap to work wonders. Once the semaphore shot out and caught the man with the flute a resounding whack on the head. The sound was scarcely different from that evolved from the drum. Perhaps it was part of the business, for there was a fierce and sanguinary encounter in which the drum gave forth amazing wails. The drummer simply flung himself behind his entrenchments. When the scrap finished, the crowd on the walk became angry; they shouted "hurroo" and "maskee" and "give 'im what for." They grew nasty, but the band played on. The next man was a podgy individual who nearly blew his head off in a vain effort to get an immense brass machine to speak. So big was the brass paraphernalia in which he had wrapped himself that he had never had time to polish it. On one occasion there was a distinct groan heard from the interior of the instrument, but whether it was an echo of the people's applause or a dying effort on the part of the musical gladiator the world will never know. There was also a cornet in this great and glorious, purely Oriental procession, a cornet made for show. It did its duty by doing nothing, to the intense delight of the spectators. It had evidently had an epileptic fit; foam oozed from the nozzle and left a track on the road as if a worn-out racer had passed. The cornet-player gasped and puffed and rattled his finger-bones on the keys, supremely content with himself. Then there was the giant—he had the flute of course. Most giants are born tired, and although the Japanese are ahead of people in most things, as everybody knows, this giant also had spells of laziness. He would blow for half a second and scare the wits out of all the cats in the neighbourhood. Painful dogs rushed out of alleys to see this wonderful specimen of the feline tribe and ran back howling with terror. When the flute started the drum stopped and vice versa. Of course the drum, although in the lead, had no idea where it was going. It was guided by the flute. Once the drum fell over an ash barrel and the flute nearly smothered it. Another time the flute only saved the drum from extinction in a gutter-puddle by a smart crack over its head. That was the band. A host of ragamuffins had been pressed into service to carry banners with many strange devices. All the Chinese coolies they could easily read the devices, but when asked to interpret they replied that the words could not be translated into English. Which is unfortunate. There were blue, red and green banners; there were banners of white and banners of all the colours in the rainbow. Some of the banner "men" thought their duty was to twirl their trophy as fast as possible, so that the quickness of the hand might deceive the eye. It was a magnificent spectacle and would be very stimulating if anybody knew what it was all about. It certainly got people out of bed in a hurry. One or two were heard to inquire whether it was 6 a.m. or 6 p.m. Probably other districts will have a visit at five minutes past midnight this morning. If so, Queen's Road residents will wish them joy.

THE fee for the bacteriological examination in the Government Bacteriological Institute of, and report on, any chemical disinfectant will be \$25. The Government impose the condition that the report shall not be published or used as an advertisement without the permission in writing of the officer furnishing the report having been previously obtained.

THE following proclamation was issued by the Canton-Hankow Railway Company on the 4th day of this month. "The Railway Company has rented the former Liang San I Tong, in the Ta Tung street for the purposes of the General Revenue Department and a day must be chosen on which to start work, and the rules and regulations of the Department must be drawn up. For these purposes we respectfully ask the merchant-guilds, the charitable institutions, and the deputies to assemble on the 6th and 7th day at 12 o'clock in the Ai Yu Hall to deliberate on these questions. All gentlemen are also asked to bring their personal seals, in order that the regulations may be signed and sealed, to state their age, dwelling and occupation." —*Canton Daily News*.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

DESPERATE HUNGHTUTZES.

LIAOTUNG ADMINISTRATION.

ROBBED.

MARAUDERS CAPTURE 110,000 YEN.

[From Our Own Correspondent.]

Shanghai, 28th July,
10.40 a.m.

A large body of Hunghtutzes attacked the village of Putsow, which is situated in the north-east of the Liaotung Peninsula.

The marauders stole 110,000 yen which had been collected as taxes and were about to be remitted to the Liaotung Administration.

DROWNING & DECAPITATION.

POLITICAL PRISONER'S PREDICAMENT.

When the s.s. *Hanoi*, Captain Merlees, left Haiphong on Wednesday she had amongst her passengers a Chinaman named Li Wong Cheung, a political offender and a murderer, who had been deported under extradition proceedings, he being very much wanted by the Chinese authorities, in order that he might answer to them for his crimes and suffer the penalty for his offences. Having, no doubt, a very good idea of the fate that awaited him as soon as he put foot on Chinese Territory, while on board he pondered over the situation, and apparently preferring death by drowning, (unless picked up by a junk) to death by decapitation, he seized a moment when his guards, two French Gendarmes and a Chinese detective, were off their guard, and when the *Hanoi* was off S. John's Island, sprang overboard. The weather was very bad at the time, and the sea very rough, but notwithstanding that the captain, who was on the bridge at the time, and observed the occurrence, immediately stopped the vessel and turned her round and ordered a boat to be lowered, which was promptly done, while life-buoys were flung to the man. The latter turned on his back and floated, taking on the semblance of death, and making no effort to secure either of the life-buoys flung to him. However, the boat in charge of Mr. J. Hanson, second officer, and four sailors soon reached its quarry, and had the man, still feigning death, aboard. Arriving back at the ship's side, which was a somewhat difficult matter, owing to the condition of the sea, the boat was hauled up, and the culprit very soon brought back to that consciousness which he pretended to have lost, and was then clapped in irons and confined in a cabin until the arrival of the vessel in port, when he was transferred, in charge of his guards, to the Canton boat last night. His further history is a blank. The boat was somewhat damaged owing to the rolling of the s.s. *Hanoi* as it came alongside, and, of course, the two life-buoys were lost, but the delight of the gendarmes on recovering their lost prisoner was exuberant, and they rushed to thank the captain for their salvation from the degradation that would have awaited them had they lost their prisoner. From the time the man jumped overboard to the time he was rescued and the s.s. *Hanoi* enabled to go full speed on her course again was just twenty-five minutes, which was certainly a remarkable performance considering the condition of the weather. This is the second rescue that Captain Merlees has effected at sea in the last few years, the first being that of 44 Chinamen and two Germans in 1901, and his prompt action and strong humanity are certainly deserving of recognition in the proper quarters.

C.P.R. ENTERPRISE.

VANCOUVER TO AUSTRALIA.

That the management and directorate of the C. P. R. company maintains the sweeping comprehensiveness of vision demanded of a concern of such magnitude in days when the keenest intellects compete in the wide field of world commerce, is sufficiently evident from a special despatch to *The World* (Vancouver) from Ottawa where the despatch states, a well-founded report is current that the company will put line steamers on the Pacific route, Vancouver to Australia, which will shorten the voyage by three days' time. The new boats will be equal in speed to the *Empress* steamers on the Atlantic.

That the report should have gained credence is not to be wondered at. It is in complete accord with conditions as they now exist. So long ago as 1898 or 1899 Sir William Van Horne, on a visit to Vancouver, announced that the time was coming when the *Empress* would be placed on the Australian route. Since that time conditions have changed enormously and a preferential tariff for Canadian goods is now talked off in Australia. A reciprocal arrangement would follow. This latest move of the big rail and steamship company will place the Vancouver route in a position greatly superior to the Suez route in relation to the old country. Nor is it too much to say that when the Panama canal has been opened, and a waterway established from ocean to ocean, the Pacific route, traversed by steamers of the speed indicated in the despatch, would become the great ocean highway between the populous mother country and her strong and growing daughter nation.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Lightning*) 29th inst.
G. (*Prins Eitel Friedrich*) 30th inst., to a.m.
German (*Bayern*) 31st inst.
Australian (*Eastern*) 3rd prox.
Indian (*Sultana*) 5th prox.
American (*Star*) 6th prox.

The C. P. R. Co.'s s.s. *Athenian* arrived at Vancouver at 3 p.m., on 27th inst.
The C. P. R. Co.'s s.s. *Montezuma* arrived at Kobe at 8 a.m., on 26th inst., and left again at 4.30 a.m., Friday, for Yokohama, where she is due to arrive at 7 a.m., on 28th inst.

TELEGRAMS.

[Reuters.]

Russia.

LONDON, 26th July.
An official statement, issued in St. Petersburg, justifies the dissolution of the Duma on the grounds that it, from the outset, overstepped the limits of the law, consistently discredited the Government, attempted to usurp executive power, and raised unrealistic hopes by their agrarian programme.

Russian Stocks.

Russian stocks are recovering.

The Education Bill.

The report stage of the Education Bill, has been completed by the application of the closure.

The Situation in Egypt.

Sir Henry Campbell-Dunn presided at a meeting of the Imperial Defence Committee, at which, it is understood, that the situation in Egypt was considered.

Lord Cromer and General Sir Francis Wingate, the Governor General of the Sudan, attended.

NEVER VENTURE NEVER WIN.

COOLIES' SAD MISTAKE.

A ricksha coolie, who takes up his stand outside the Hongkong Hotel, made a sad mistake on the evening of the 24th instant, and now he is the loser of one month's earnings, and when the police have finished with him he will be minus his licence. There is no doubt that this trick has been played with some success on unsuspecting civilians, as was related in the Police Court this morning, but the coolie went over his boundary when he tried it on a police inspector. On the afternoon of the 24th instant Inspector Langley, who was in multi at the time, was returning from the New Territory in the police pinnace when he decided to land at Kennedy Town and pay a visit to his brother who is in hospital. At Kennedy Town he boarded a tramcar, alighted at Eastern Street, and walked the remainder of the way to the hospital. After he left that institution he returned in the same way and entered a car at the corner of Eastern Street and stopped at the Post Office. He entered the Hongkong Hotel and was on the street again before a second car had time to pass. Immediately he got outside a ricksha coolie rushed up to him and yelled, "Pay money!" Inspector Langley, who said he had not sat in a ricksha for the past half year, was surprised at first, but thinking that it was a case of mistaken identity, waved the coolie away. This had no effect, so he asked, "What for pay money?" The coolie replied, "What for? You no pay ricksha?" The coolie said he wanted eighty cents and as none was forthcoming he and a few others followed the inspector, jeering the while and throwing in foul language at intervals, giving vent to their feelings. They followed the officer until near the ferry wharf, and when they saw that he was making for a constable, the coolie turned round to bolt but was stopped and given in charge. The case could not be heard the following morning, owing to the sudden departure of the inspector for duty in the New Territory. He was to return the next day, but the spirit which struck the Colony, flooded the rivers in the New Territory, making transportation impossible. The inspector returned this morning, and the coolie was placed before Mr. Hazelland, on a charge of persisting in trying to obtain a fare. The inspector gave evidence, and the coolie said he was certain the inspector engaged this vehicle.

His Worship—When did he engage you and where did he go?
Defendant—He engaged me outside the Hotel and drove about Queen's Road.

His Worship—This is the first case of the kind that has come before me, I can't see where obtaining money by false pretences comes in?

Inspector Langley—The very fact that when I approached the constable to give defendant in charge he attempted to escape shows it was a trick. He would not have attempted it on me if he knew I was a police officer.

His Worship—Oh, yes.
Inspector Langley—If this coolie attempts such a trick on me, your Worship, it will show how the civilians are impudently upon.

His Worship—Have you heard of a similar case?

Inspector Smith (interposing)—There have been cases of the kind, your Worship, but they have not come to Court.

His Worship—But then the coolies should be given in charge on the spot.

Inspector Langley—Yes, your Worship, if the civilian chooses to meet a European constable who can take to his story. But if it is an Indian or Chinese policeman the coolie can make himself understood first and the result is that the civilian is arrested and charged, and the coolie's story is believed.

His Worship—It might have been a mistake in identity?

Inspector Langley—A very sad one, your Worship. There are very few people who resemble me in the Colony. (Laughter.)

His Worship held that defendant was guilty of the charge and fined him \$50. The police will cancel his licence.

THE "CHINKING" "ALACRITY" COLLISION.

The arrival of the s.s. *Chinking* in Shanghai after her collision with H.M.S. *Alacrity* reveals the fact that one of her chief officers had the narrowest escape of his life. He was lying in his bunk when he heard the first crash of the impact as the *Alacrity's* bowsprit swept a portion of the *Chinking's* main deck. Springing from his bunk, he made for the door, but remembering some valuable papers in his bureau, turned to recover them. The next instant there was a second crash as the bowsprit of the *Alacrity* tore through the side of the *Chinking*, exactly over his bunk. At the same moment, some heavy stuff above, came through the cabin and smashed on to the bunk to the exact position where the officer's head had been but a few moments before. It is said that the officer reached the passage way in record time. So great was the force of the impact that the *Chinking's* cargo of bean cake was jammed into a solid mass and when the ship was lightened, had to be dug out with axes. Had the bow of the *Alacrity* been a straight one instead of fiddle-shaped, the *Chinking* would have been cut in two—*Shanghai Times*.

THE AMERICAN COURT IN SHANGHAI.

RECEPTION TO JUDGE WILFLEY.

An informal reception was held at the American Court on Saturday morning, reports the *Shanghai Times* of July 23, when the Committee and several other members of the American Association, as well as some half-a-dozen well-known American and British lawyers and a sprinkling of the general public attended to bid Judge Wilfley welcome on his arrival here to occupy the Bench of the newly formed American Court in Shanghai.

The gentlemen present were introduced to his Honour by Mr. J. L. Rodgers, Consul-General, and greetings having been exchanged all round, the Rev. Dr. Gilbert Reid, President of the American Association, stepped forward and said:—Judge Wilfley, the American Association, through the few of us who meet here this morning, are glad to extend to you a most hearty welcome to the cosmopolitan community of Shanghai, in which Americans from the opening of this place as a treaty port 64 years ago, have formed by no means an inconsiderable element not only in the commercial, but in the missionary and educational departments.

We congratulate you in being honoured by our Government, to lay the foundation of an American judicial system in China, as distinct from the purely administrative duties of our Consular service, and so illustrating one of the prime characteristics of our federal and state constitutions—an illustration all the more important at this present time, when China is seeking for new forms of constitutional government. This distinction of administrative and judicial functions of government has been already illustrated in our midst by the able representatives of our English cousins, and I am sure that we all agree that the high standard of English sense of law, justice and equity had done much to exalt all Western civilization in the eyes of the Chinese. After your wide experience in judicial matters among another Oriental people you are well fitted to maintain the standing of the new American Court in China, and if I may be allowed to add, especially fitted, as Shanghai, in some way or other, seems connected with Manila. The different American Consuls-General in Shanghai, in spite of the complications incident of a combination of administrative and judicial duties, have for the most part, all through the years, possessed judiciousness and fairness, in the decisions they have been called upon to render, but with the increase of work attached to his Consulate, if for no other reason, we are glad, and I think our esteemed Consul-General is also glad, that two men, rather than one, are now designated to look after our varied American interests in two separate, but mutually harmonious, official capacities. As an Association we take some credit to ourselves in helping to bring about this most desirable result. In fact this was one of the objects for which the Association was originally started. We assure you of our hearty support, as you enter on your new duties. The more you are able to exalt the judicial character of this Port, the more you will be held in esteem by this Association and by the best in this Community of all nationalities. I presume we also hope that if ever we have a case to come before you, you will find some way, of course in strict legality, for us all to always win. Being peaceable Americans, you as Judge may perhaps have little to do, but none the less we are glad an American Court for China has been formed, and that you, Sir, have been the first to be selected to preside at its sittings. We wish for you many happy years in our midst.

Judge Wilfley replied as follows:—Mr. Rodgers, Dr. Reid, gentlemen,—Certainly I am very much pleased at this reception this morning. I am gratified to find American characteristics so prominent at the outset, hospitality, love of justice, and the desire to win cases. I am sorry that I am not in a position to discuss the situation here. As Dr. Reid has very properly said I have been transferred from Manila, on which I am in a position, I think, to make a speech, but not on Shanghai, where the situation is so strange that I know absolutely nothing about it. Of course I appreciate the high honour and distinction of this appointment. I feel that I only know in a general way the scope of the work that is cut out for me here by the Washington Convention, but by the kind assistance which I have been receiving and will, I know, continue to receive from the Consul-General here and from you, fellow-Americans, I will in a comparatively short time gain a knowledge of the situation that will be of great use to me and enable me to undertake this work. It is gratifying, as I said at first, to know that Americans here take an interest in the establishment of this Court, as you gentlemen have manifested here this morning. Under our form of Government the Court cannot accomplish much without the support and confidence of the community in which it operates. The success of any Court in Anglo-Saxon countries depends largely on the character of the bar that practices before it and of the community in which it operates. I need not tell you that the great overmastering ruling power in all Anglo-Saxon countries is public opinion, and of course Shanghai is no exception to the rule. You, Gentlemen, who are assembled here no doubt go far in fixing the public opinion of the place in which we live, and on that account, and by reason of the kind, enthusiastic and active interest that you have taken in the establishment of this Court and that you now take in it, I feel I have great grounds for hope and courage. As to our English brothers, cousins or whatever relation they may be—at any rate it does not make any difference what the terms are—we have heard much of their good work here, and we feel very much at home—at least I do—when ever we are associated with English lawyers. It does not make any difference where we may meet. I know that from the standpoint of Americans we are very proud to claim them as our ancestors and I hope they are equally gratified to recognise us as their offspring. In their work here they have met with very great success in the Court which they have established. No doubt their Court as run on the lines they have adopted will be of very great value to us here. Strange as it may seem, I have not seen the Act of Congress establishing this Court, and I do not know what its rules will be, but I am sure they will proceed along the lines of Anglo-Saxon jurisprudence, modified no doubt, in minor details, to adapt them to local conditions. I thank you again for this most kind reception, which I can assure you I appreciate more than I can say. (Applause.)

The proceedings soon afterwards terminated.

FAR EASTERN DOCKS.

Commercial Intelligence publishes an interesting article on the docks and shipbuilding of the Far East, and after a long description of and praise for the Japanese yards, has the following to say about the British enterprises of the mainland.

"A striking fact about the Japanese shipbuilding and dock concerns is that they are all capable of accepting and carrying out building contracts of considerable magnitude, which is not the case with any other concern anywhere East of Port Said. Of course, they have to import a considerable amount of their material, but to have the others: There appears to be considerably more technical knowledge and skill in the private yards of Japan than in any of the concerns working in the British possession of the East or in China. What is more, the class of material purchased in Great Britain by the Japanese yards is far higher than is the case with similar concerns at either Singapore, Hongkong or Shanghai.

"In view of these facts it is difficult to see anything bright in the prospects of those dock companies working in Hongkong or Shanghai, and I must again very strongly advise British investors to abstain from providing capital for any such concern that is likely to be offered in London."

There is an evident bias in the above remarks and an unfair reflection in the skill and knowledge of the technical staff of the British concerns. That a Britisher should voice the opinion that there is more technical knowledge and skill in the private yards of Japan than in the establishments at Singapore, Hongkong, or Shanghai, shows to what extent some English writers will slip over in their fulsome praise and adulation of their allies. When we remember that Britain has excelled the world in shipbuilding and some of her best men have created the industry in the Far East and have brought it to its present prominence, the reflection on such engineers as D. Xon, Nicholson, Danby, Wilson, Twyman, and others is decidedly unflattering. It is quite evident that the writer has assumed this superiority of the Japanese over his own countrymen, on the fact that the Japanese yards have turned out and equipped some larger ships than the other yards of the East.

It is merely a circumstance of accident and location, where the Japanese Government have purposely encouraged the building of certain vessels in her own yards under the supervision of her foreign trained shipbuilders. While admitting the imitative skill of the latter, we cannot endorse any opinion which places them in a superior position to the type of British Engineers who have managed the other enterprises in the Far East. If there had been the same opportunity to build the larger ships, there is no doubt about their ability to carry out the contract successfully and with superior intelligence.

As to the class of material purchased for Japan being better than that supplied to the other Far Eastern companies, it follows naturally after the above explanation that the Japanese have been and are carrying out the orders for the construction of the many war vessels now under contract. The majority of this work could have successfully been carried out by two or three concerns on the China Coast, if political influences had not set the orders to Japan, in which event the statement would have been reversed.

There is one point, however, in the article referred to, which bears considerable weight, and though it smacks of stock-jobbing or an attempt to "beat" the shares of the Coast concerns, the statement has some foundation.

"It is difficult to see anything bright in the prospects of those dock companies working in Hongkong or Shanghai," states our contemporary, and as a matter of fact which has been proved, the truth of it is apparent.

No other industrial enterprise has experienced such a boom in this part of the world, as docking and ship-building. In regard to the docks at Hongkong, where up to the present they have had a complete monopoly, they must shortly face a severe competition for the big admiralty Dock will divert the docking and repairing of British naval vessels; the immense new dock at Quai Y Bay will make further inroads on their old business, and the arrival at Manila, of the big floating Dock, Henry will keep American vessels away from the coast. In Shanghai, during the past year, the Kiangnan "iron" Dock has been converted into a commercial enterprise entering as a stiff competitor for the work at that port, formerly monopolized by Farnham, Boyd & Co., and now the Japanese Kawasaki Dock Company has publicly stated its intention to also establish works at that port. [They have since abandoned the scheme.—Ed., H.K.T.]

The Mitsui Bishi, Kawasaki, Uraga and Yokohama Dock Companies, the Osaka Iron Works and other smaller concerns in Japan are all reaching out, and advertising for business in China and the Far East, and evidently mean to get it.

In addition to the larger enterprises on the China Coast at Hongkong, Shanghai, and Singapore, all the secondary ports now have their own docks and ships for handling the local and coast trade.

With the entrance of the Japanese in the field, adopting modern pushing business methods, and a determination to succeed, it behoves the other smaller concerns to throw off some of their insular conservatism and face the issue, fighting the competition with their own tactics. Otherwise, the inevitable loss of business and consequent shrinkage of dividends and value of their stock will follow.

The correspondent of the *Commercial Intelligence* has evidently had this in mind, in warning home investors, a most providing capital for docking enterprises in the Far East—*Far Eastern Review*.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—Unions \$800, Hongkong Fires \$315, China Fires \$80, H.K. C. and M. Steamboats \$27, Douglas's \$46, Raubs \$38, Humphreys \$11.50, China Borneo \$8, China Providents \$9, Green Islands \$8, Tramways \$33.5, L. S. \$240, Light and Powers \$10, Shell Transports \$26, China Sugars \$145, West Points \$50, ex div, Hotels \$125, Cottons \$14, Electric \$15, Ropes \$29.

Sellers:—Canton Insurances \$340, Shell Transports \$26, China Sugars \$145, West Points \$50, ex div, Hotels \$125, Cottons \$14, Electric \$15, Ropes \$29.

Sales:—Hongkong Banks \$847, Hongkong Linds \$111, Humphreys \$114.

Nominal:—National Banks \$47, Indos \$70, China and Manilla \$30, Hongkong Docks \$153, Kowloon Wharfs \$106, Shanghai Docks \$15, 91, Hongkong Wharfs \$15, 330, Dairy Farms \$16, Watsons \$13, Powells \$10.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on 27th July:—A slightly firmer tone prevails and the general aspect of the market both locally and

at the North has shown a perceptible improvement.

Banks.—Hongkong and Shanghai Banks have again materially appreciated and close firm with buyers at \$845. The London quotation has not changed. Nationals have been placed at \$47.

Marine Insurances.—Apart from a drop in Unions to \$800, rates remain weak and unchanged and we have nothing else to report.

Fire Insurances.—China Fires continue in favour at the slightly improved rate of \$89. Hongkong Fires can be negotiated at \$115.

Shipping.—China and Manilla were done at \$20. Douglas's have advanced to \$46. Hongkong, Canton and Macao Steamboats after sales at \$27 close in further request. Indochina have been the medium of a fair business between this and Shanghai at \$71 and \$70 closing steady at the latter rate. The Shanghai quotation is \$15. 52. Star Ferries are quoted at \$29 and \$20 for the old and new shares respectively.

Refineries.—We have no business to report in China Sugars which continue dull and on offer at \$45. Luzous have buyers at \$20. Sales are reported of Perak Sugars at \$15. 100 cum new issue.

Mining.—Chinese Engineerings are to be had at \$15. 10. Orientals are quoted at G. \$14 and Ruubs at \$33.

Lands, Hotels and Buildings.—Hongkong Lands were sold at \$1114 ex the dividend of \$34 paid on 25th inst., but close quiet at that rate. Kowloon Lands are obtainable at \$38. Sales have been effected of Anglo-French Lands in Shanghai at \$102. West Points are fixed at \$50 ex the dividend of \$2 paid on 25th inst. Hongkong Hotels may probably be placed at \$125. Humphreys' Estates have been disposed of at \$114 and \$114. There are sellers of Shanghai Lands at \$15. 110 ex div.

Docks, Wharves and Godowns.—It is announced that subject to audit the directors of the Hongkong and Whampoa Dock Co. will recommend at the forthcoming meeting of shareholders a dividend of 12% (or \$6 per share), write off about \$61,000 and carry forward about \$393,000. In consequence of this Hongkong and Whampoa Docks rose from \$148 to \$155, at which rate business was done. At the close, however, shares are easier and procurable at \$153. Kowloon Wharfs are unchanged but weaker at \$106. During the early part of the week Shanghai Docks changed hands at rising rates up to \$115. 95 after which a reaction set in and at time of writing shares can be got at \$115. 91. Hongkong Wharfs have gone up to \$125 and have inquiries at this price.

Cotton Mills.—Are somewhat firmer all round. Ewos have improved to \$15. 74 and are wanted, while Internationals have buyers at \$15. 60 and Soey Chees at \$15. 303.

Miscellaneous.—Green Island Cements have been looked at \$184. Dairy Farms are quoted at \$5.61 and Bonines at \$8. China Providents and China Light and Powers were dealt in to some extent at \$9 and \$10 respectively at which rate more shares can be fixed. Hongkong Electric is dull and without business at \$15. Langkats after offering at \$15. 217 have experienced a sharp rise and have been the means of extensive business in S. yanghai at advancing rates to \$15. 225 closing strong in demand. Transactions are reported in Samatras at \$15. 73 and a few Watsons fetched \$13.

YARN MARKET.

In their report dated 13th instant, Messrs. Pirrasha B. Petit and Co. write:—In one of our previous circulars we had given expression to an optimistic view of our Yarn market, which unfortunately proved premature at the time, but on the principle of action and reaction, we are to-day again in a position to report recurring signs of the same optimism and the long continued depression and stagnation have given place to liveliness and activity, and it is with feelings of genuine pleasure and relief that we have to put on record a revival all along the line, be it Bombay or Hongkong or Shanghai. Bombay is favoured with a timely monsoon and is again brisk and a good business is reported on the strength of encouraging news from Hongkong where the market during the first part of the fortnight under review held steady at last month's prices. Importers freely met purchasers and put through a very considerable lot both for spot and forward deliveries. Confidence having been restored, operators again came forward and made purchases at current rates in the hope of profiting themselves when prices improved, or of making an average on their previous high priced transactions. Inspired by the wire saying:—Once bitten twice shy—Comproducers are quite wary as to the Chinese Hong they deal with, and they keep aloof from doubtful operators. During the close of the fortnight, an improvement of dollars one to two per bale is noticeable in the best and selected threads.

Shanghai, too, has the same rosy picture to present. There the past fortnight has been marked by a large volume of business, larger than Hongkong in quantity, though lower than Hongkong in prices, but clearances are brisk. Merchants are still sceptical as to what extent credence should be placed on the recent Japanese announcement to open Manchuria to foreign trade from the first of September next. Japanese dealings in Newchwang and Dairen are still fresh in the minds of foreign merchants. Until now Japanese merchants have been accorded good footing in Manchuria, and their prior settlement will be to no small detriment of the other foreign merchants. All the same, if once Manchuria is opened on equal footing to all, then will be greater and wider field of business and sufficient scope for all. This is no doubt very happy news for dealers in yarn, for it will in time come naturally relieve local holders of their heavy stock and signs of such improvement are perceptible from now.

No. 202.—A good business reported in this count at an advance of \$1 per bale.

No. 165.—A satisfactory business done in this count at last month's rates.

No. 122.—Prices show an improvement of a dollar, with a good buy, passing.

No. 102.—The extreme low rates induced business. Prices show improvement of from \$1 to \$2 per bale on last month's rates.

No. 82.—Only two selected threads changed hands at current rates.

No. 62.—No business reported. The market firm and steady. Sales during the past fortnight—100 bales of No. 82; 4,850 bales of No. 102; 1,210 bales of No. 122; 735 bales of No. 165 and 3,100 bales of No. 202; in all about 9,975 bales.

It is also reported that about 5,000 bales have been contracted for forward deliveries, in addition to the above mentioned sales.

Arrivals.—Per Steamers *Kumgang* and *Kulsong* (from Calcutta), and *Austria*, *Kagoshima*, *Maru* and *Moldavia* (from Bombay) of about 12,500 bales for this port and about 9,500 bales for Shanghai.

Shipments.—To Shanghai and Northern Ports about 7,100 bales.

Unsold Stock.—About 75,000 bales.

Uncleared Stock.—About 60,000 bales.

Cotton.—Sales are reported of about 350 bales at \$13 to \$15 per picul.

Local Yarn.—Sales about 550 bales of No. 102, at \$90 to \$96.

Japanese Yarn.—Sales about 600 bales of No. 202, at \$128 to \$138.

Exchange.—We quote, to-day, as under:—

India T. T. At Rs. 158 per cent.
Demand 158 1/2
London T. T. At Sh. 2 1/4/16d.=\$
Demand 2 1/4
Shanghai T. T. At Tls. 72 1/2/16d.=\$
Silver Demand 30 1/2/16d. per oz.

TO-DAY'S EXCHANGE.

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Shipping.

Arrivals.

Chengshing, Br. s.s., 1,256, S. I. Payne, 27th July.—Tientsin via Chefoo 18 July, Gen.—J. M. & Co.

Aperade, Ger. s.s., 611, H. N. Gaudard, 27th July.—Pakhoi 25th July, and Hoihow 26th, Gen.—J. M. & Co.

Silesia, Ger. s.s., 1,138, Bahle, 27th July.—Hamburg 18th July, via Port Said, Penang and Singapore 22nd July, Gen.—H. A. L.

Arroyo, Br. s.s., 2,307, H. Plough, 26th July.—Newcastle 4th July, Gen.—S. T. & Co.

Sylvia, Nor. s.s., 608, Halvarsen, 26th July.—Chinkiang 21st July, Ground-nuts and Beans—Order.

Clearances at the Harbour Office.

Messrs. for Shanghai.

For Manila.

For Hongkong.

Typhoon, for Batavia.

Empire, for Manila.

Kwintow, for Swatow.

Yangmoo, for Kuchinotzu.

Chongching, for Canton.

Sylvia, for Canton.

Shanghai, for Swatow.

Hongkong, for Swatow.

Macao, for Kwoong-chow-wan.

Bourbon, for Swatow.

Gonsale, for Amoy.

Mortlake, for Batavia.

Departures.

July 28

Devanha, for Europe.

Zafen, for Manila.

Shanghai, for Swatow.

John Maru, for Swatow.

Kwintow, for Canton.

Empire, for Canton.

Empire, for Australian Ports.

Messrs. for Shanghai.

Kwintow, for Tientsin.

Hand, for Haiphong.

Yangmoo, for Kuchinotzu.

Passengers arrived.

Per Silesia, from Singapore—346 Chinese.

Passengers departed.

Per Shawmut, for Tacoma from Manila.—Mrs. Squire and infant, Messrs. W. F. Duenning, Mr. and Mrs. A. R. Hager, infant and servant, Messrs. Oscar Hall, O. I. Olsen, A. Chesnut, P. M. Taigue, H. O. Sasse, E. C. Bens, Mr. and Mrs. J. D. Williamson, Capt. Jamieson, Messrs. F. Kuhse and E. E. Collins, from Hongkong.—Mr. and Mrs. G. A. Hirsche, from Hongkong.—Mr. P. S. Douglas, Mrs. Wong Young, Messrs. Ludke, Watrous, 13 Chinese, and 4 Annamites.

Per Devanha, from Shanghai for London.—Messrs. J. E. Orr and W. H. B. Black, for Marseilles.—Mr. T. Martin, for Brisbane.—Mr. and Mrs. L. R. Davies, and Mr. and Mrs. C. P. Bennett, for Bombay.—Major Cleveland, for Singapore.—Mrs. Prym, and Mr. E. O. Cummings, from Yokohama for London.—Miss Pearson, for Colombo.—Mr. and Mrs. C. Elgar, from Kobe for Bombay.—Mr. G. A. Hirsche, from Hongkong for Malia.—Capt. G. H. W. Doblyn, for Bombay.—Mrs. D. P. C. Pajel and 3 children, 1 Native Officer, Messrs. A. M. A. Tapia, and S. A. Abdulhosen, for Colombo.—Lieut. The Hon. R. O. B. Bridgeman, Lieut. F. B. Humphries, G. A. Combe and K. P. Vaughan Morgan, for Penang.—Messrs. Chui Ping Nam and Nyok Nang, for Singapore.—Messrs. Chon Chak Sang, F. J. Ellis and G. Grob.

Shipping Notes.

Str. *Ezane* from Newchwang, etc.—Strong SW. gale, high seas, squally weather.

Str. *Tiphon* from Amoy.—Very strong breeze, high sea, cloudy and rainy weather.

Str. *Tan* from Manila.—Strong SW. gale, cloudy but clear with heavy SW. sea, all the way across.

Str. *Sylvia* from Chinkiang.—General bad weather throughout, rain and heavy squalls from S. and SSW.

Str. *Chongching* from Tientsin, etc.—Light winds and fine weather as far as Shanghai, thence to Turnabout unsettled weather with very low glass, thence to Pedro Blanco terrific squalls of wind and rain, with strong typhoon symptoms.

Vessels in Port.

Alabama, Br. s.s., 1,253, A. E. Ellis, 25th July.—Salina Cruz 14th June, Gen.—C. S. S. Co.

Amara, Br. s.s., 1,565, C. J. Mattock, 23rd July.—Hongkong 21st July, Gen.—J. M. & Co.

Arratoon Apar, Br. s.s., 2,031, M. & Co., 22nd July.—Calcutta 6th July, Penang 12th, and Singapore 17th, Gen.—D. S. & Co., Ltd.

B. A. Broch, Nor. s.s., 541, Andersen, 14th July.—Shanghai 8th July, Earthenware.—Davidson & Co.

Copple, Br. s.s., 2,744, Wm. Finch, R.M.S., 20th July.—San Francisco 27th June, and Nagasaki 17th, Mails and Gen.—O. & S. S. Co.

Cranley, Br. s.s., 3,023, W. E. Steele, 8th July.—Durban 13th June, Coolies.—G. L. & Co.

Dakota, Br. s.s., 2,300, Ross, 25th July.—Canton 24th July, Gen.—Standard Oil Co.

Emma Luyken, Ger. s.s., 1,159, G. Command, 16th July.—Mauritius 20th June, Sugar.—Wing Sing & Co.

Empress of China, Br. s.s., 3,046, R. Archibald, R.M.S., 24th July.—Vancouver, B.C., 2nd July, and Shanghai 21st, Mails and Gen.—C. P. R. Co.

Fri, Nor. s.s., 900, Nagle, 15th July.—Hongkong 10th July, Coal.—Asgaard, Thorson & Co.

Glenloch, Br. s.s., 2,097, E. J. Stallard, 9th July.—Kobe 1st July, and Shanghai 6th, Ballast.—McC. Bros. & Gow.

Haiching, Br. s.s., 1,267, A. E. Hodgins, 26th July.—Fochow 20th July, Amoy 24th, and Swatow 26th, Gen.—D. L. & Co.

Hong Wan I, Br. s.s., 2,060, J. L. Slaker, 27th July.—Penang and Singapore 21st July, Gen.—Joo Teck Beng.

Indravelli, Br. s.s., 3,768, S. Cullington, 26th July.—Chefoo 19th July, Gen.—G. L. & Co.

Ingalla, Am. transport, for Scott, 3rd July.—Manila 30th June.

Jessie, Br. s.s., 3,120, G. R. Thomson, 26th July.—Moji 14th July, Gen.—A. K. & Co.

Kutang, Br. s.s., 4,895, R. C. D. Bradley, 21st July.—Calcutta via Penang and Singapore 17th July, Gen.—J. M. & Co.

Labor, Nor. s.s., 919, A. E. Olsen, 22nd July.—Moji 15th July, Coal.—Asgaard, Thorson & Co.

Lisa, Swed. s.s., 1,577, H. Harndahl, 22nd July.—Sourabaya 14th July, Sugar.—S. W. & Co.

Loyal, Ger. s.s., 1,237, F. Natzi, 21st July.—Bangkok 13th July, Rice and Gen.—S. W. & Co.

Mahlde, Ger. s.s., 833, N. Schremann, 20th July.—Moji 14th July, Coal.—J. & Co.

Mausang, Br. s.s., 1,64, R. Houghton, 27th July.—Sandakan 21st July, Gen.—J. M. & Co.

Mercedes, Br. s.s., 2,000, J. S. McGregor, 21st July.—Yokohama 14th July, Ballast.—Admiralty.

Mortlake, Br. s.s., 1,737, F. W. Hatten, 11th July.—Cheribon (Java) 2nd July, Sugar.—Order.

Neil MacLeod, Am. s.s., 901, E. Corral, 19th June.—Manila 16th June, Ballast.—Barretto & Co.

N. S. de Rosario, 715, M. Lopez-Blanco, 12th June.—Manila 9th June, Ballast.—Barretto & Co.

Petrarch, Ger. s.s., 1,252, R. Hatje, 12th June.—Saigon 7th June, Gen.—S. W. & Co.

Quinta, Ger. s.s., 986, F. Frhm, 13th July.—Bangkok 4th July, Rice and Gen.—S. & Co.

Rajaburi, Ger. s.s., 1,184, O. Koch, 27th July.—Bangkok 20th July, Rice.—M. & Co.

Signal, Ger. s.s., 900, G. Schalkier, 23rd July.—Bangkok 16th July, Rice.—Order.

Sungkiang, Br. s.s., 1,020, J. Robinson, 26th July.—Cebu and Iloilo 20th July, Gen.—B. & S.

Taishan, Br. s.s., 1,100, J. T. Laing, 29th June.—Shanghai via Port 24th June, Gen.—B. & S.

Taitai, Br. s.s., 2,768, J. H. Davis, 24th July.—Vancouver 25th June, and Shanghai 21st July, Gen.—C. P. R. Co.

Teat, Br. s.s., 1,346, Sommerville, 27th July.—Manila 24th July, Gen.—B. & S.

Tientsin, Br. s.s., 1,207, Monkman, 24th July.—Bangkok 17th July, Gen.—B. & S.

Tjipanas, Dut. s.s., 2,444, A. Pander, 27th July.—Amoy 25th July, Gen.—J. C. J. L.

Wanawith, Br. s.s., 3,085, Thomas, 21st July.—Moji 15th July, Gen.—D. & Co.

Z. V. de Aldecoa, Am. s.s., 1,260, F. Xandaro Echaur, 15th June.—Manila 12th June, Ballast.—Barretto & Co.

Steamers Expected.

Vessel	From	Agents	Due
Lightning	Singapore	D. S. & Co.	July 29
China	Shanghai	S. W. & Co.	July 29
P. E. Friedrich	Singapore	M. & Co.	July 30
Bayern	Japan	M. & Co.	July 31
Tijlajap	Macassar	J. C. J. L.	Aug. 2
Easton	P. Darwin	G. L. & Co.	Aug. 3
Swain	Calcutta	M. & Co.	Aug. 3
Siberia	Japan	P. M. Co.	Aug. 6
Emp. of India	Vancouver	C. P. R. Co.	Aug. 14
Glenfarg	Japan	T. K. K.	Aug. 15

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

At Keelock Dock.

U.S.A.T. Ingalls

H.M.S. Astraea

Mahlde

Arratoon Apar

SHANGHAI.

21st Inst.

International Dock.

Old

Ships Paused The Canal.

4th July—Silesia (Ger.), Sanuki Maru, Den of Mains, Montrose, Siberian. 6th July—Benvenue, C. Ferd Lutz, Dione, Java, Telemachus. 10th July—Beledi, Filantire, Jason, Scandia, Sthonia, Dongola, Errorr, Prinz Eitel Friedrich. 14th July—Benalder, Calcedon, Malta, Pleus, Rodnorshire, Ringo Maru, Ching Wo, Pindart. 18th July—Charl. Tiberich, Preussen, Slavonia, Tumbo Maru, Jeldo, Sullonhall. 20th July—Deucalion, Konanai, Salsum, Socotra, Lidra. 20th July—Interior. 25th July—Arcadia, Beneduch, Oceanien, Rhipid, Sachsen, Trieste. 27th July—Hysion, Palawan, Polynesian, Inaba Maru.

Post Office.

A Mail will close for:

Batavia—Per Mortlake, 29th July, 9 A.M.

Swatow, Amoy and Fochow—Per Haiching, 29th July, 9 A.M.

Durban—Per Indravelli, 30th July, 11 A.M.

Macao—Per Heungshan, 30th July, 1:15 P.M.

Singapore, Penang and Calcutta—Per Arratoon Apar, 31st July, 2 P.M.

Shanghai, Yokohama and Kobe—Per Silesia, 30th July, 4 P.M.

Hoihow and Haiphong—Per Mahilde, 30th July, 5 P.M.

Swatow, Amoy and Fochow—Per Haimun, 31st July, 11 A.M.

Macao—Per Heungshan, 31st July, 1:15 P.M.

Singapore, Penang and Calcutta—Per Kutang, 31st July, 2 P.M.

Manila—Per Tan, 31st July, 3 P.M.

Pakhoi—Per Aperade, 31st July, 5 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, H.C.—Per Empress of China, 1st Aug., 11 A.M.

Europe, S.C. India, via Tutucom—Per Bayern, 1st Aug., 11 A.M.

Macao—Per Heungshan, 1st Aug., 1:15 P.M.

Tientsin—Per Chongching, 1st Aug., 3 P.M.

Cebu and Iloilo—Per Sungkiang, 1st Aug., 3 P.M.

Ningpo and Shanghai—Per Tientsin, 1st Aug., 3 P.M.

Moji and Salina Cruz (Mexico)—Per Alaboma, 2nd Aug., 11 A.M.

Macao—Per Heungshan, 2nd Aug., 1:15 P.M.

Manila—Per Yuesang, 3rd Aug., 3 P.M.

Manila—Per Rubi, 4th Aug., 11 A.M.

Macao—Per Heungshan, 4th Aug., 1:15 P.M.

Shanghai—Per Yochow, 4th Aug., 3 P.M.

Yokohama and Kobe—Per Tientsin, 6th Aug., 3 P.M.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per America Maru, 7th Aug., 11 A.M.

Europe, S.C. India, via Tutucom—Per Armand Behle, 7th Aug., 11 A.M.

Chefoo and Newchwang—Per Kwintow, 7th Aug., 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Tartar, 8th Aug., 10 A.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Conkrow, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide and Perth—Per Taitai, 11th Aug., 3 P.M.

Manila, Simponhafen, Fr. Wilhelmshafen, Hebrides, Matupi, Sydney and Melbourne—Per Wilhelm, 21st Aug., 10 A.M.

Europe, S.C. India, via Tutucom—Per Ernest Simon, 21st Aug., 11 A.M.

It is hereby notified that on and from the 6th instant, the rate of postage on letters from Hongkong and British Postal Agencies in China to Egypt and the Sudan was reduced to 4 cents for each half ounce or fraction thereof.

A Pillar Box has been placed at Pokfulam Police Station. It will be cleared daily at noon.

There will be a delivery of letters at Pokfulam leaving the G. P. O. daily at 10.30 a.m.

The following may now be obtained at the General Post Office counter:

Postal Guides, each 10 cents.

Parcel Post Tariff, each 20 "

From and after the 1st January, 1906, the rate for Postcards from Australia to Hongkong and British Postal Agencies in China is one penny instead of one penny and half penny.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 3.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Namtau, Sanhue, Kongmoon, Kumchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

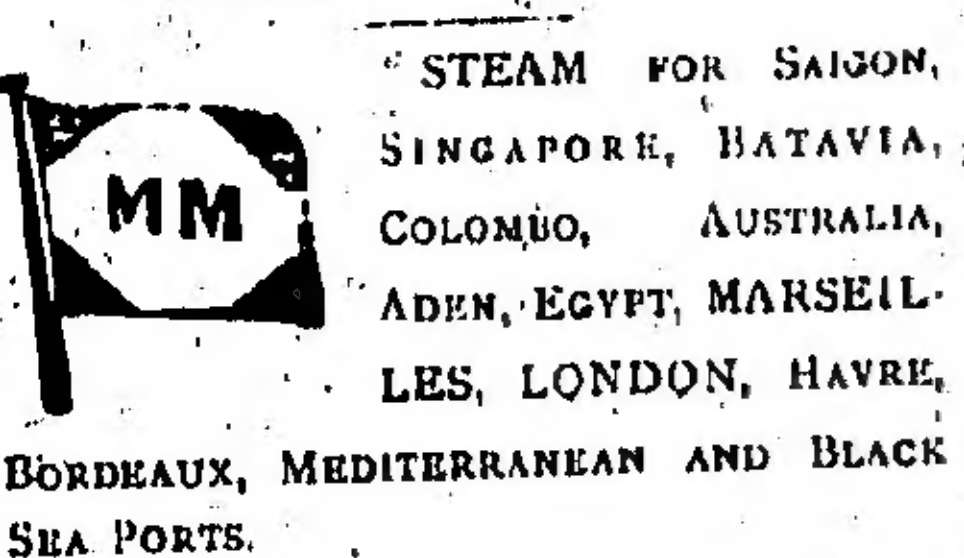
CHINA COAST METEOROLOGICAL REGISTER.

July 27th, 1906, a.m.

Bar. Th. Hu. Wind Wt.

Vessel	Time	Bar.	Th.	Hu.	Wind	Wt.
Vladivostok	7 a.m.	29.65	SE	4	—	—
Nemuro	8 a.m.	29.50	SE	2	—	—
Hakodate	9 a.m.	29.35	NE	4	—	—
Tokio	10 a.m.	29.30	NE	4	—	—
Kochi	11 a.m.	29.48	—	—	—	—
Nagasaki	12 a.m.	29.60	—	—	—	—
Kagoshima	13 a.m.	29.60	NW	2	—	—
Oshima	14 a.m.	29.65	SE	4	—	—
Naha	15 a.m.	29.73	SW	2	—	—
Ishigakijima	16 a.m.	29.70	SW	2	—	—
Cheloo	17 a.m.	29.58	E	1	—	—
Weihaiwei	18 a.m.	29.58	ENE	3	—	—
Hankow	19 a.m.	29.62	—	—	—	—
Kiukiang	20 a.m.	29.53	SE	76	—	—
Shanghai	21 a.m.	29.53	SE	2	—	—
Gotzball	22 a.m.	29.53	SE	2	—	—
Shanghai	23 a.m.	29.53	SE	2	—	—
Shanghai	24 a.m.	29.53	SE	2	—	—
Shanghai	25 a.m.	29.53	SE	2	—	—
Shanghai	26 a.m.	29.53	SE	2	—	—
Shanghai	27 a.m.	29.53	SE	2	—	—
Shanghai	28 a.m.	29.53	SE	2	—	—
Shanghai	29 a.m.	29.53	SE	2	—	—
Shanghai	30 a.m.	29.53	SE	2	—	—
Shanghai	31 a.m.	29.53	SE	2	—	—
Shanghai	32 a.m.	29.53	SE	2	—	—
Shanghai	33 a.m.	29.53	SE	2	—	—
Shanghai	34 a.m.	29.53	SE	2	—	—
Shanghai	35 a.m.	29.53	SE	2	—	—
Shanghai	36 a.m.	29.53	SE	2	—	—
Shanghai	37 a.m.	29.53	SE	2	—	—
Shanghai	38 a.m.	29.53	SE	2	—	—
Shanghai	39 a.m.	29.53	SE	2	—	—
Shanghai	40 a.m.	29.53	SE	2	—	—
Shanghai	41 a.m.	29.53	SE	2	—	—
Shanghai	42 a.m.	29.53	SE	2	—	—
Shanghai	43 a.m.	29.53	SE	2	—	—
Shanghai	44 a.m.	29.53	SE	2	—	—
Shanghai	45 a.m.	29.53	SE	2	—	—
Shanghai	46 a.m.	29.53	SE	2	—	—
Shanghai	47 a.m.	29.53	SE	2	—	—
Shanghai	48 a.m.	29.53	SE	2	—	—
Shanghai	49 a.m.	29.53	SE	2	—	—
Shanghai	50 a.m.	29.53	SE	2	—	—
Shanghai	51 a.m.	29.53	SE	2	—	—
Shanghai	52 a.m.	29.53	SE	2	—	—
Shanghai	53 a.m.	29.53	SE	2	—	—
Shanghai	54 a.m.	29.53	SE	2	—	—
Shanghai	55 a.m.	29.53	SE	2	—	—
Shanghai	56 a.m.	29.53	SE	2	—	—
Shanghai	57 a.m.	29.53	SE	2	—	—
Shanghai	58 a.m.	29.53	SE	2	—	—
Shanghai	59 a.m.	29.53	SE	2	—	—
Shanghai	60 a.m.	29.53	SE	2	—	—
Shanghai	61 a.m.	29.53	SE	2	—	—
Shanghai	62 a.m.	29.53	SE	2	—	—
Shanghai	63 a.m.	29.53	SE	2	—	—
Shanghai	64 a.m.	29.53	SE	2	—	—
Shanghai	65 a.m.	29.53	SE	2	—	—
Shanghai	66 a.m.	29.53	SE	2	—	—
Shanghai	67 a.m.	29.53	SE	2	—	—
Shanghai	68 a.m.	29.53	SE	2	—	—
Shanghai	69 a.m.	29.53	SE	2	—	—
Shanghai	70 a.m.	29.53	SE	2	—	—
Shanghai	71 a.m.	29.53	SE	2	—	—
Shanghai	72 a.m.	29.53	SE	2	—	—
Shanghai	73 a.m.	29.53	SE	2	—	—
Shanghai	74 a.m.	29.53	SE	2	—	—
Shanghai	75 a.m.	29.53	SE	2	—	—
Shanghai	76 a.m.	29.53	SE	2	—	—
Shanghai	77 a.m.	29.53	SE	2	—	—
Shanghai	78 a.m.	29.53	SE	2	—	—
Shanghai	79 a.m.	29.53	SE	2	—	—
Shanghai	80 a.m.	29.53	SE	2	—	—
Shanghai	81 a.m.	29.53	SE	2	—	—
Shanghai	82 a.m.	29.53	SE	2	—	—
Shanghai	83 a.m.	29.53	SE	2	—	—
Shanghai	84 a.m.	29.53	SE	2	—	—
Shanghai	85 a.m.	29.53	SE	2	—	—
Shanghai	86 a.m.	29.53	SE	2	—	—
Shanghai	87 a.m.	29.53	SE	2	—	—
Shanghai	88 a.m.	29.53	SE	2	—	—
Shanghai	89 a.m.	29.53	SE	2	—	—
Shanghai	90 a.m.	29.53	SE	2	—	—
Shanghai	91 a.m.	29.53	SE	2	—	—
Shanghai	92 a.m.	29.53	SE	2	—	—
Shanghai	93 a.m.	29.53	SE	2	—	—
Shanghai						

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MARSEILLE,
LES, LONDON, HAVRE,
BORDEAUX, MEDITERRANEAN AND BLACK
SEA PORTS.

The S.S. "ARMAND BEHIO,"
Captain Barillon, will be despatched for MAR-
SEILLES on TUESDAY, the 7th August,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transhipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:-

S.S. ERNEST SIMONS 21st August.
S.S. CALEDONNIEN 4th September.
S.S. POLYNESIEN 18th September.
S.S. SALAZIE 2nd October.

G. DE CHAMPEAUX,
Agent.

Hongkong, 25th July, 1906.

Intimations.

JUST UNPACKED.

A CONSIGNMENT OF THE WELL-KNOWN
PLASMON BISCUITS.

THEY contain 20% of Plasmon and are
more easily digested and afford greater
nourishment and sustenance than any other.
Plasmon raises the actual flesh forming value
of food to a high and trustworthy degree. An
essential food for those who abstain from meat.
They are made in three varieties:-
Sweet, Plain, (Unsweetened). Wholesale.

H. RUTTONJEE,
Hongkong and Kowloon.

Hongkong, 12th July, 1906.



NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

WHISKY, FINE MALL

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO.'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1906.

ACHEE & CO.

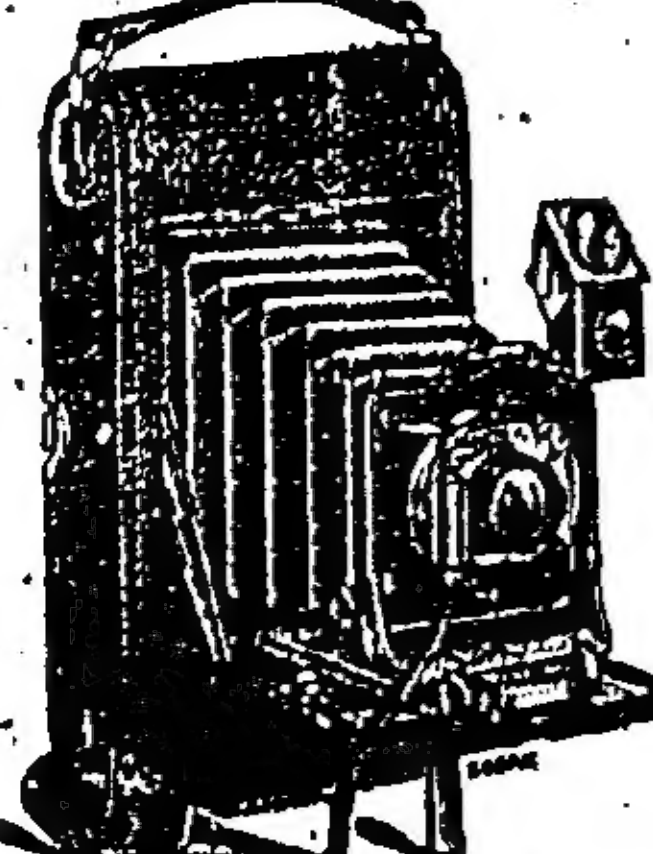
ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.



DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1906.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOOIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

Supplied by Messrs. B. S. KADOKIA & CO.									
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	AT WORKING ACCOUNT.	LAST DIVIDEND.	AT AVERAGE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.									
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ 1,000,000 \$9,500,000 \$350,000	\$1,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/0 9/16 = \$26.87 for 2nd half-year 1905	51 %	{ \$845 buyers London 92 \$47 cum call an.	
National Bank of China, Limited	99,925	£7	£6	{ 1,600,000 \$1,600,000	\$74,099	\$2 (London 3/6) for 1903	...	\$340	
MARINE INSURANCES.									
Canton Insurance Office, Limited	10,000	\$250	\$50	{ 1,600,000 \$1,600,000	\$211,540	\$20 for 1904	6 %	\$340	
North China Insurance Company, Limited	10,000	£15	£5	{ 1,600,000 \$1,600,000	Tls. 302,053	Interim div. of 7/6 @ ex. 2/10 15/16 Tls. 2.62 on account 1905	58 %	Tls. 90 sellers	
Union Insurance Company, Limited	10,000	\$250	\$100	{ 1,600,000 \$1,600,000	\$2,271	Interim div. of 13/6 @ ex. 2/10 15/16	41 %	\$800 sa. & b.	
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ 1,600,000 \$1,600,000	\$508,334	\$12 and \$3 special dividend for 1904	81 %	\$175 sellers	
FIRE INSURANCES.									
China Fire Insurance Company, Limited	70,000	\$100	\$20	{ 1,600,000 \$1,600,000	\$344,618	\$6 for 1904	61 %	\$89 buyers	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ 1,600,000 \$1,600,000	\$422,618	\$25 for 1904	71 %	\$315 buyers	
SHIPPING.									
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ 1,600,000 \$1,600,000	\$6,563	\$14 for 1905	71 %	\$20 buyers	
Douglas Steamship Company, Limited	70,000	\$50	\$50	{ 1,600,000 \$1,600,000	Nil.	\$34 for year ended 30.6.1905	71 %	\$46 buyers	
Hongkong & Canton & Macao Steamship Co., Ltd.	80,000	\$15	\$15	{ 1,600,000 \$1,600,000	\$24,080	\$1 for 2nd half-year making \$2 for 1905	71 %	\$27 buyers	
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	{ 1,600,000 \$1,600,000	£24.2	10/- @ ex. 2/1 9/16 = \$.69	61 %	\$70 buyers	
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ 1,600,000 \$1,600,000	Tls. 2,156	Final Tls. 3 making Tls. 5 for 1905	8 %	Tls. 62 sellers	
Do. (Preference)	100,000	Tls. 50	Tls. 50	{ 1,600,000 \$1,600,000	Tls. 2,156	Final Tls. 14 making Tls. 34 for 1905	61 %	Tls. 52 sales	
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	{ 1,600,000 \$1,600,000	107,815	1/- (Coupon No. 6. for 1905	4 %	\$29	
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ 1,600,000 \$1,600,000	3218	\$1.50 for year ending 30.4.1906	12 %	\$10	
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ 1,600,000 \$1,600,000	13,613	Final of Tls. 2 making Tls. 4 for 1905	9 %	Tls. 45 sellers	
MINING.									
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ 1,600,000 \$1,600,000	\$40,914	Final of \$15 making \$25 for 1905	71 %	\$145	
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ 1,600,000 \$1,600,000	\$132,588	\$1 for 1897	...	\$20 buyers	
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ 1,600,000 \$1,600,000	Tls. 3,723	Tls. 24 for year ending 30.9.04	...	Tls. 100 sellers	
DOCKS, WHARVES & GODOWNS.									
Fenwick (Gen.) & Co., Limited	18,000	£25	\$25	{ 1,600,000 \$1,600,000	\$8,915	\$2 for 1905	9 %	\$22	
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	£10	£10	{ 1,600,000 \$1,600,000	\$20,040	Final of \$31 making \$6 for 1905	51 %	\$16	
London and Whampoa Dock Company, Ltd.	10,000	\$10	\$10	{ 1,600,000 \$1,600,000	\$362,232	\$6 for second half-year making \$12 for 1905	71 %	\$153	
New Amoy Dock Company, Limited	10,000	£10	£10	{ 1,600,000 \$1,600,000	\$2,221	\$1 for 1905	51 %	\$18	
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	{ 1,600,000 \$1,600,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905	81 %	Tls. 91 buyers	
Shanghai and Hongkong Wharf Company, Limited	12,000	Tls. 100	Tls. 100	{ 1,600,000 \$1,600,000	Tls. 57,665	Final of Tls. 8 making Tls. 14 for 1905	6 %	Tls. 230 buyers	
Yangtze Wharf and Godown Company, Limited	7,500	Tls. 100	Tls. 100	{ 1,600,000 \$1,600,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers	
LANDS, HOTELS & BUILDINGS.									
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ 1,600,000 \$1,600,000	none	First year	...	Tls. 102 sales	
Hotel House Land Company, Limited (Shanghai)	10,000	£15	£15	{ 1,600,000 \$1,600,000	\$11,516	\$24 for year ended 30.6.1905	71 %	\$23 buyers	
Central Stores, Limited	24,000	£15	£15	{ 1,600,000 \$1,600,000	none	\$2.40 on \$12 for 1905	131 %	\$18 sales	
Do. (new issue)	24,000	£15	£15	{ 1,600,000 \$1,600,000	\$4,719	7 % on \$71 for 1905	...	\$153 sales	
Do. (Founders)	123	\$15	\$15	{ 1,600,000 \$1,600,000	\$64,975	None	...	\$300 buyers	
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ 1,600,000 \$1,600,000	1619	\$5 for second half-year making \$10 for 1905	8 %	\$125	
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ 1,600,000 \$1,600,000	\$67,830	Interim div. of \$33 account 1906	61 %	\$111 ex div.	
Hotel de Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ 1,600,000 \$1,600,000	Tls. 1,935	Final of 6 % = 10 % for 1905	141 %	Tls. 17 sellers	
Hotel Metropole Company, Limited	7,000	\$100	\$100	{ 1,600,000 \$1,600,000	\$4,699	Final of \$6 making \$10	10 %	\$100	
Hampreys Estate & Finance Company, Limited	100,000	\$10	\$10	{ 1,600,000 \$1,600,000	\$208,386	80 cents for 1905	7 %	\$121	
Kowloon Land and Building Company, Limited	7,000	\$50	\$50	{ 1,600,000 \$1,600,000	none	\$24 for 1905	61 %	\$38	
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ 1,600,000 \$1,600,000	Tls. 52,194	Tls. 3 for half-year 1906	51 %	Tls. 110 ex d. s.	
West Point Building Company, Limited	12,500	£10	£10	{ 1,600,000 \$1,600,000	none	Interim div. of \$2 account 1906	8 %	\$50 ex div.	
COTTON MILLS.									
Few Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ 1,600,000 \$1,600,000	Tls. 45,939	Tls. 8 for year ended 31.10.1905	101 %	Tls. 74 buyers	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ 1,600,000 \$1,600,000	\$23,264	\$1 for the year ending 31.7.05	7 %	\$14 sellers	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ 1,600,000 \$1,600,000	Tls. 18,718	3 % n/c 1898	...	Tls. 60 buyers	
Lau-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ 1,600,000 \$1,600,000	none	Tls. 8 for 1905	101 %	Tls. 75 sellers	
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ 1,600,000 \$1,600,000	Tls. 18,436	Tls. 25 for 1905	81 %	Tls. 300 buyers	
MISCELLANEOUS.									
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ 1,600,000 \$1,600,000	\$1,066	\$7 for 1905	81 %	\$85 sales	
Pell's Asbestos Eastern Agency, Limited	8,604	£15	£15	{ 1,600,000 \$1,600,000	\$1,097	1/3 per share for 1905	81 %	\$7	
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ 1,600,000 \$1,600,000	Nil.	\$3 for 1905	91 %	\$2	
China-Borneo Company, Limited	60,000	£12	£12	{ 1,600,000 \$1,600,000	Nil.	\$1 for 1904	...	\$8	
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ 1,600,000 \$1,600,000	Tls. 50,000	Final of Tls. 5 making Tls. 10 for 1905	121 %	Tls. 78 sellers	
China Light and Power Company, Limited	10,000	\$10	\$10	{ 1,600,000 \$1,600,000	\$1,219	60 cents for year ended 28.2.06	6 %	\$10 sa. & buyers	
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ 1,600,000 \$1,600,000	\$1,681	80 cents for 1905	9 %	\$9 sales and b.	
Dairy Farm Company, Limited	25,000	£7 1/2	£6	{ 1,600,000 \$1,600,000	\$2,864	\$1.20 for year ending 31.7.1905	71 %	\$164	
Green Island Cement Company, Limited	150,000	\$10	\$10	{ 1,600,000 \$1,600,000	\$52,291	\$2 dividend and 50 cents bonus for 1905	81 %	\$281	
Hall & Hoyle, Limited	21,000	\$20	\$20	{ 1,600,000 \$1,600,000	\$20,893	\$24 for year ending 28.2.06	11 %	\$23 buyers	
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ 1,600,000 \$1,600,000	\$2,568	100 % for 19 months ending 28.2.06	8 %	\$15	
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ 1,600,000 \$1,600,000	\$2,796	\$15 for year ending 30.11.1904	61 %	\$235	
Hongkong Ice Company, Limited	5,000	£15	£15	{ 1,600,000 \$1,600,000	\$3,776	Final of \$15 making \$19 for 1905	8 %	\$240 buyers	
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ 1,600,000 \$1,600,000	\$5,813	\$9 for 1905 on 5 shares	61 %	\$20	
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ 1,600,000 \$1,600,000	188	Final of 50 cents making \$1 for the year	11 %	\$9	
Maatschappij tot Rijst, Bosch en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ 1,600,000 \$1,600,000	Tls. 547,500	Interim div. of Tls. 74 making Tls. 15 so far a/c yr. ended 31.10.06	10 %	Tls. 225 buyers	
Philippine Company, Limited	67,500	\$10	\$10	{ 1,600,000 \$1,600,000	none	None	...	\$5 buyers	
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ 1,600,000 \$1,600,000	Tls. 165,000	Interim dividend of Tls. 34 account 1906	61 %	Tls. 150 ex d. s.	
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ 1,600,000 \$1,600,000	Tls. 11,017	1906	12 %	Tls. 50 sellers	
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ 1,600,000 \$1,600,000	Tls. 2,753	Tls. 6 for 1904	91 %	Tls. 145 sellers	
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ 1,600,000 \$1,600,000	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	7 %	Tls. 72 sales	
Shanghai Waterworks Company, Limited	7,200	£20	£20	{ 1,600,000 \$1,600,000	Tls. 190,000	Final of Tls. 15/- for 1 year 1906	...	Tls. 350 ex div.	
South China Morning Post, Limited	7,200	£20	£20	{ 1,600,000 \$1,600,000	Tls. 190,000	Interim div. of 5/- for 1 year 1906	...	Tls. 278 ex div.	
Team Laundry Company, Limited	6,000	\$25	\$25	{ 1,600,000 \$1,600,000	none	None	...	\$20	
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ 1,600,000 \$1,600,000	Tls. 15,295	50 cents for year ended 31.5.05	81 %	\$6	
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	{ 1,600,000 \$1,600,000	\$551	Interim of Tls. 4 for year 1905/6	71 %	Tls. 110	
Do. (Founders)	100	\$10	\$10	{ 1,600,000 \$1,600,000	\$551	80 cents for year ending 31.5.1905	9 %	\$9	
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ 1,600,000 \$1,600,000	\$7,734	\$10.80 for year ended 31.5.1905	11 %	\$180	
William Powell, Limited	15,000	\$10	\$10	{ 1,600,000 \$1,600,000	\$4,500	Final of 50 cents making \$1 for 1905	71 %	\$13	
					\$676	Interim div. of 50 cts. for the year 1905/6	91 %	\$101	
DIVIDENDS PAYABLE									
Hongkong Ice Co., Ltd.					\$1			2nd August	
Shanghai Pulp and Paper Co., Ltd.					Tls. 5			6th August	

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

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BIRTHS.

At Kuling, on the 11th inst., the wife of THOMAS D. BEGG, of a son.
On the 19th July, at Shanghai, the wife of I. GOLDMAN, of a daughter.
On the 20th July, at Shanghai, the wife of H. E. CAMPBELL, of a son.

MARRIAGES.

June 27th, at Guildford, W. S. ROOKE to ELSIE MAY, daughter of Sir W. M. Goodman, formerly Chief Justice of Hongkong.
On the 14th inst., at Shanghai, FREDERICK NEWMAN MATTHEWS, eldest son of F. E. Matthews of London, to FLORENCE EMILY, only daughter of the late John Soper of Exmouth, Devonshire.

On the 14th inst., at Singapore, by special license, BEATRICE JOHANNY LOUISA, youngest daughter of the late Captain Habelkott, to CHARLES HAROLD, youngest son of Captain Darke, both of Singapore.

DEATHS.

On the 17th July, at London, WILLIAM POLLOCK, late I. M. Customs, Ningpo, aged 68 years.
On the 20th July, at Shanghai, S. B. DOS REMEDIOS, aged 63 years.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, JULY 28, 1906.

AGAINST PIRACY.

(23rd July.)

That the mercantile community of Hongkong has been stirred to the very depths by the ploy on the *Saiman* was made abundantly evident by the proceedings at the extraordinary general meeting of the Hongkong Branch of the China Association, on Saturday afternoon. There was a record attendance of members, whose unanimity in holding the Viceroy at Canton responsible for the tragedy, and in denouncing his laxity in trapping and exterminating the pirates of the delta, should have a wholesome effect in rousing that official to some sense of his duties. The late Mr. Li Hung Chang may not have been an ideal administrator in all respects, but at least he is credited by the China Association with having swept out the pirate lairs root and branch during his régime and rendered it possible to trade in safety along the rivers of the delta. On this point we shall have more to say on another occasion. The Chairman gave the key to the attitude of the Association when he declared that the food of Dr. Macdonald was on Viceroy Shun's official head, and his demand that the Viceroy should be summarily removed from office for his supineness and apathy which encouraged these piratical raids secured the complete approval of the members. When the present Viceroy assumed office he was regarded as an ardent reformer determined to maintain law and order, to stamp out the villainous gangs who swoop down on unsuspecting traders and harry the defenceless peasantry; and for a time that idea continued to be held. But the energies of His Excellency failed in proportion as the depredations of the outlaws increased, until at the present day even European vessels, commanded by European officers, are not exempt from the attacks of the murderous bands along the coast. In an excellent speech, Mr. D. K. Law, of Messrs. Butterfield & Swire, lamented the death of the missionary whose life had been spent among the people, and he brought home to all hearts the necessity for immediate action when he said: "Yesterday it was poor Dr. Macdonald, who was sacrificed on the altar of official ineptitude and corruption; to-day it may be some other valued friend; to-morrow perhaps even yourself if your duty calls you to these regions." He observed that if the Chinese Government declared its inability to protect human life on the delta it behooved the British Government in concert with the other Powers whose nationals have commercial interests in South China to put an end to a "state of affairs which is a disgrace to civilisation." But the Chinese Government has already admitted its impotence by failing to expurgate the delta districts of criminal gangs, and the time is past when ordinary diplomatic representations are advisable. The subject is now one of international importance. The leading German merchants in Hongkong are quite alive to the danger of the position so far as trade, at least, is concerned. The members of the local branch of the East Asiatic Association of Hamburg—which corresponds to the China Association—have sent a vigorous and emphatic message to the central body urging that British action in compelling the Viceroy to suppress piracy should be strenuously supported by the Imperial Government. The Association has also communicated with the German Legation at Peking impressing the Minister with the heavy losses which will be sustained by German traders should these pirates continue to be tolerated. It is highly satisfactory that our German fellow-residents should have acted so spiritedly in this matter, for there can be no doubt that the pressure brought to bear by the influential members of the East Asiatic Association in Hamburg will have its effect on the Imperial German Government and, in the end, strengthen the hands of the authorities in Great Britain. The fact that the Germans are equally as strenuous as the British in the Far East in demanding redress will help the Government at home to realise that the clamour against the repeated piracies on the Canton Delta is no hysterical outburst of the part of a few second-rate commercial houses. It must recognise there is a deep-seated feeling shared by all nations that the barbarous hordes who pillage and plunder within sight of Hongkong must be swept from the face of the earth. And China having proved incapable of dealing with the plague the cure must be undertaken by the united forces of the Powers in the Far East. Viceroy Shun has lost the confidence of all foreign merchants; His Excellency is not even respected by his own people; while the criminal classes openly flout his edicts and proclamations. He is worse than useless as an administrator, and his power to enforce law and order has disappeared. In these circumstances he should be relegated to the seclusion of private life, or failing that, to some post where his mischievous policy of inaction and incompetency would no longer endanger the lives of foreign traders and travellers, or the security and property of the humble and law-abiding Chinese under his charge. The British Government may be hampered by controversies arising out of home affairs, but it cannot afford to disregard the interests of the Empire; and it will become the butt of the nations if it ignores the imperious demands of Britons in the Far East. The chief representative societies of Great Britain and Germany in Hongkong have spoken; the Chamber of Commerce will, no doubt, give expression to its views and assist the reform movement with the powerful backing which it can command; and it will only be necessary then for the Legislative Council to signify its sympathy and support by adopting a special resolution on the subject. If necessary, a special meeting of the Council might be convened so that all the forces of public and official opinion may be combined to convince the Foreign and Colonial Offices of the imperative need for immediate action.

A SANITARY EXPERIMENT.

Any experiment which has for its object the improvement of the sanitary conditions of the city is of the utmost interest to Hongkong, and reformers will watch with attention the scheme which has just been adopted by the Municipality of Singapore for the removal of night-soil by the authorities. At present, the systems of Hongkong and Singapore for the disposal of night-soil are to all intents and purposes identical. Householders are expected to engage the services of coolies to remove and clean the night-soil receptacles, and they pay the coolies such fees as may be mutually arranged. It is now proposed in Singapore that the household should pay \$3 a quarter in advance to the Sanitary Department which will undertake to remove the night soil by Municipal coolies. With the object of learning the measure of success likely to attend the scheme, the Singapore Municipal Commission has decided to try the experiment within a defined area of the city, and thereafter, if the results are satisfactory the scheme will be applied to the entire city. It is beyond question that such a scheme has much to recommend it from a sanitary point of view. While the laws of the Sanitary Board as to the cleanliness observed in private houses are enforced by a staff of Sanitary officials, it is obvious that the latter cannot be everywhere at once, and the natural laxity of the lower classes in hygienic matters is apt to lead them to defy all the natural laws of sanitation. There must be many houses in the congested quarters of Hongkong where the night-soil is allowed to accumulate until it becomes a grave menace to the health of the community at large. Primarily, the householder owes it to himself, his family and his neighbours to see that the night-soil is regularly removed, in order to guard against the outbreak of disease and to increase the amenities of the premises. Foreign residents at all times, and especially when the Colony is visited by sickness, are careful to observe these principles, but can the same be said of irresponsible coolies, who occupy one house to-day and another to-morrow? Were the Sanitary authorities empowered to raise a staff of night-soil coolies and to levy a tax of \$1 a month on each household for the removal of the receptacles there would be a vast improvement in the sanitary system, and the conditions would be brought into conformity with those existing in the cities of Great Britain. Meanwhile, the experiment which Singapore has decided to make will be watched with interest by the sanitary experts of Hongkong.

THE OPEN DOOR IN MANCHURIA.

(24th July.)

At last it has been definitely announced, on the authority of Viscount Hayashi, formerly Minister to St. James's, that Japan will open Manchuria to foreign trade from the 1st of September next. For a considerable time ugly rumours have been prevalent that Japan intended to establish her pre-eminence as the dominant trade power in Manchuria so securely that no foreign nation would find it possible to compete with her merchants on equal terms. On several occasions the Japanese Government repudiated that suggestion, but there can be no doubt many merchants who regard Manchuria as a promising trade centre were extremely sceptical of Japan's good faith. Several correspondents of London papers went so far as to assert that while the northern ports in the possession of Japan were nominally closed to all traders, the interior without let or hindrance, while foreigners who endeavoured to gain a footing in the country were contemptuously but rigorously excluded. Whatever may be said to the contrary, the testimony of impartial critics all went to show that Japanese commercial houses were bent on establishing prior rights in Manchuria, and it is just possible that the efforts of these enterprising traders were not seriously resisted by their military fellow-countrymen in Manchuria. The diplomatic corps at Peking was by no means oblivious to the Japanese commercial invasion of Manchuria, and in the early part of this month a trenchant despatch from Mr. Rockhill, the American Minister at Peking, was received at Washington. In the course of that dispatch Mr. Rockhill urged that the United States Government should make approaches to the Powers with a view to lodging with the Peking authorities a joint international protest against the steps which were being taken by Japan in Manchuria. He stated that the Chinese Government, evidently acting on Japanese representations, was imposing *ikin* duty on the goods of the Anglo-American Tobacco Company in Manchuria to the great advantage of the Japanese tobacco trade. He also reported that whereas Russia was withdrawing her war-notes and paying the full face value, the Japanese authorities were deducting a discount of six per cent., except in the case of purchases from Japan. The question as to the *ikin* duty on tobacco was raised in the House of Commons in May last, when it was admitted that an internal tax had been imposed by the Chinese Administration at Mukden, but the Government was powerless to intervene unless there was any discrimination against British goods. All these reports, protests and disclaimers clearly indicated that the honesty of Japan's intentions to carry out the terms of the Portsmouth treaty was not entirely believed in by a considerable section of the business world. And although Japan's Ministers repeatedly asserted that Manchuria would be opened to foreign commerce at the earliest possible moment, scepticism prevailed in the mercantile mind. Fortunately, Japan is now in a position to prove her commercial probity by declaring that Manchuria will be opened to the nations of the world within six weeks. Hongkong merchants will be deeply interested in that announcement, for it means that a new outlet has been found in the north. Dealers in yarn will be especially interested, because there is every reason to believe that the large stocks held in Hongkong on account of the depressed condition of the market will be reduced by orders from Manchuria. In shipping circles it is not probable that the full effect of the order will be appreciated until next year when the northern ports are clear of ice after the winter, but there should certainly be scope for the employment of the excess tonnage which has demoralised the freight rates in the Far East since the close of the Russo-Japanese war. While Japan has many natural advantages in establishing a lucrative traffic with Manchuria—and already rival shipping companies in Japan are fighting tooth and nail for supremacy in the carrying trade—the vast resources and requirements of the immensely rich province of Manchuria should provide employment for a far larger number of vessels than Japanese shipowners can command, and stimulate the development of many industries which have remained stagnant since Russia first over-ran the country and isolated it from the world. Even if Japan obtains the supreme place in the Manchuria trade there should be a plenitude of openings for the commerce of other nations, and it would not be surprising if merchants regarded Manchuria as the Klondyke of the Far East for the next few years. The fact that Japan also intends to establish a Consulate at Canton shows that the island kingdom is determined to attack China in the commercial sense from all sides. Hongkong merchants must rise early in the morning nowadays if they intend to hold their own in the Far East. The commercial competition of the present day in this part of the world would amaze and bewilder the old-time merchant princes, who acquired fortunes by dint of doing nothing—emulating the House of Peers who, in the words of Mr. Gilbert, "throughout the war, did nothing in particular, and did it very well."

A CONSULAR CORPS COMMISSION.

In connection with the eminently practical views of Captain Clarke, which appear in another column, regarding the possible methods of exterminating piracy from the Canton delta, we have to submit a supplementary suggestion which will not doubt be considered in the proper quarters. Captain Clarke proposes that a patrol system under the control of the Imperial Maritime Customs should be adopted, and it is now suggested that, in addition to that scheme, an international commission, composed of the heads of the Consular corps at Canton, should be formed to deal with all matters affecting trade interests in Kwangtung province. Such a Commission should not be difficult of formation inasmuch as the Powers having trade interests in South China are represented by Consuls-General in the capital of the province. The British Government is represented by Consul-General Mansfield to-day; the American representative has been raised to the status of Consul-General, Mr. J. G. Lay being the last holder of the appointment, while Dr. E. Heintges represents Germany; Mr. G. Kahn, France; Mr. L. D. da Costa de Moraes, on leave, Portugal, and as will be seen from our special telegram to-day Japan intends to establish a Consulate at Canton. A Commission thus formed would be representative of the interests of all nationalities so that none would be left out in the cold; none left unrepresented. Such a body would be most helpful as an advisory board to the Chinese authorities, and the Viceroy could not regard it as anything like an *imperium in imperio*. It is true that when trouble arises at the present time communication is made to the Viceroy by the consulates whose nationals are concerned, but were such a commission in existence a joint representation could be made to the Viceroy carrying greater force than any individual protest could possibly hold, and enabling the authorities to realise the power of the opinion behind the representation. Much time would be saved in the exchange of official notes emanating from several sources on the same subject. A limitation would have to be placed on the subjects which would come before the commission for discussion; naturally, no questions of a political character would be within the scope of that body and individual claims must be dealt with by the respective consulates concerned. The main point would be to secure cohesive action in matters affecting all nations trading in South China, and it is possible that such action would be obtained through the instrumentality of a commission such as that outlined.

GREEN ISLAND'S OPPORTUNITY.

(25th July.)

About a fortnight ago we quoted the remarks of a Japanese gentleman, who had just returned from America, regarding the preference shown by San Francisco builders for Japanese cement. It was asserted that the quality and cheapness of the Japanese product were the chief factors which recommended the cement to those engaged in the colossal work of rebuilding the great American seaport; and the statement was made that contracts had been entered into with the leading cement-manufacturing companies in Japan to supply their entire output for the next ten years. The Japanese traveller confined his attention to the competition which, according to him, had sprung up between Japan and Germany, but as a Kobe contemporary pertinently remarked: "It is curious that the vernacular journals, whilst dilating upon the virtues of German and Japanese cement, make no reference to the Portland cement made in various parts of Great Britain. These British works, too, are working at full pressure to meet demands from America, so that the suggestion that Japanese cement is in demand because of its good properties is probably not quite a fact, it being more likely that the Americans are entirely indifferent as to the place of origin so long as they get the necessary materials to accomplish their tremendous task." Moreover, the sole or, at least, the principal claim submitted by the Japanese firms for preference in this part of the world was the lower prices charged for the manufactured article as compared with the cost of the product of the Green Island Cement Company, which has a world-wide reputation. That claim no longer exists, for the exceptional requirements of San Francisco have had the effect of increasing the cost of Japanese cement

by something like 33 per cent., with the result that there is now no appreciable difference between the price of Portland and Japanese cement. The characteristic rush of American property-owners to rebuild San Francisco has not affected Japanese cement manufacturers alone, for Germany has been sending large consignments to the Western States in order to meet the immediate demand. But neither Japanese nor German cement has the character for utility and quality that has been gained by the product of the Green Island Cement Company. And if in ordinary times the local concern is capable of successfully competing against the Japanese manufacturers both as regards the test standards and value quotations—as was evidenced when the Philippine Government called for tenders for the supply of cement—there is no reason why the Green Island Cement Company should not take a leading role in providing the requirements of the San Francisco builders, in opposition to the Japanese and German manufacturers alike. So far as the German competitors are concerned the local Company has little to fear. One consignment just reported from Hamburg to San Francisco occupied nearly five months' transit, while the cost by the overland route would be utterly prohibitive, any profits at all being swallowed up in freight dues. Everything seems to favour the local Company, for which Messrs. Shewan, Tomes and Co. are the general managers. The plant at Huiyong has been largely developed so that the manufacturers are capable of materially increasing the output at short notice; the rates for freight across the Pacific have been reduced by all the principal lines; and Messrs. Shewan, Tomes and Co. are themselves in touch with steamers crossing to San Francisco; the passage can be accomplished from Hongkong within a month or five weeks, and best of all, the Portland cement manufactured by the Green Island Cement Company is unequalled in the world. San Francisco gained a lesson in the earthquake which is not likely to be forgotten yet awhile; shoddy, unreliable and cheap goods are the most expensive in the end, and for that reason alone Green Island cement should gain the patronage of building contractors in America. The shrewd general managers of the Company are not likely to allow such an opportunity to slip past, and if the shortage in cement experienced all over the Western States is not speedily met, it will not, we are confident, be the fault of Messrs. Shewan, Tomes & Co.

ARTS AND CRAFTS EXHIBITION.

Many-sided as are the interests of Hongkong, people are frequently apt to overlook the more gracious arts which give colour and tone to life, in the pursuit of commercial prestige. Indeed the charms and attractions of the hobbies which engross the attention of the artistic few are frequently regarded as unworthy of the business mind, with the result that there is an inclination to conceal from the vulgar gaze the products of the off-season as if they were not merely puerile and lackadaisical but witnesses to the fatuity of the originator. In order to combat that feeling it has been decided to hold an Arts and Crafts Exhibition, in the City Hall, next October. Necessarily, in the case of an Exhibition held for the first time, the Committee in charge of the arrangements are feeling their way, being unable to gauge the support which they will receive from those able and willing to contribute to its attractions. They have therefore limited the scope of the Exhibition to five classes: photography; paintings, sketches, etc.; needlework, lace work and embroideries; woodwork, wood-carving, furniture, pottery, wickerwork, etc.; and miscellaneous crafts. It may seem to the reader that the Committee in their anxiety not to be over-ambitious have really drawn the line a little too fine, but at any rate they have given an impetus to those who busy themselves with "arts and crafts" after the serious worries of the day. For the syllabus is essentially designed to attract the amateur, although the work of the skilful professional in carving and brass work will not be ostracised. The great mistake of the promoters is that they have decided to give no prizes, to award no certificates of merit. The brochure setting forth the objects of the Exhibition is quite clear on that point: "It has been decided that this shall be purely an Exhibition and not a competition. There will, therefore, be no prizes." And another sentence should be read in this connection: "Exhibitors may sell their exhibits after the Exhibition, if they wish." In other words, the promoters would reduce the Arts and Crafts Exhibition to a weak imitation of a second-rate bazaar. Their original idea was excellent; they were animated by a desire to foster a love of art for its own sake, to bring the best work of amateurs together so that the backward might gain from an appreciation of the productions of their superiors, while the "cocks of the walk" might be abashed by the unexpected brilliancy of those whom they deemed their inferiors. Probably that was why they girded at the hateful word "competition." But, after all, competition is the breath of life. What is an Exhibition, in the present sense, but an elaborate competition, where inherent merit is life only road to success? No matter how inflated an amateur may be with his particular pursuit he likes to believe that his results he achieves are appreciated. It would have been very simple to award diplomas of merit to those adjudged worthy of them, and the gratification of the winners would have been unbounded. The unsuccessful might have grumbled at the short-sightedness of the judges but in the end they would have been spurred to greater

efforts, which would have borne fruit at future Exhibitions. However, the Committee thought otherwise so the matter may be allowed to rest there. The miscellaneous section is sub-divided into five classes: silverwork, bent and cast ironwork, brass, copper and bronze articles, pottery and leadwork, bookbinding and leatherwork, ivory and bone carving, etc. In this section it may be anticipated that our Chinese fellow-residents will be seen to advantage, for only those who have an inside knowledge of the marvellous productions of the Chinese artist in metals can appreciate the delicacy of his work and the infinite pains, amounting almost to genius, lavished on his designs. The latest date when exhibits will be accepted is 14th October, but full particulars regarding the Exhibition will be issued, we are informed, before that date. Meanwhile, the Exhibition is a step in the right direction, and as it has the support of His Excellency the Governor it is likely to prove a success.

CHINESE CUBICLES.

At the Sanitary Board yesterday a question was raised by Mr. Humphreys regarding the system of Chinese cubicles, but owing doubtless to pressure of business it was dismissed in the most perfunctory fashion. An application was made for permission to erect four wooden posts for hanging curtains in a Chinese flat. Mr. Humphreys wrote that the "cubicle question was going into *de novo*. Curtains, rags, sacking, etc., are much more dangerous to health than properly arranged cubicles. No amount of ordinances and no quantity of inspectors will ever prevent Chinese putting up temporary partitions of the above nature." That was a matter, it might have been thought, which should have proved a fertile subject of discussion, but so far as we can learn from the report of the meeting, the members followed the example of the Scotch parson who, on coming to a knotty point in the Scriptures, calmly announced: "We will look this boldly in the face and pass on." Most Europeans have a hazy notion of the conditions under which the poorer classes of Chinese exist. They are aware that eight or nine herd together in one room, but they are not always aware that the room is divided into sections by means of heavy cloth hangings which encase the beds and even cover the tops of the posts, so that the occupant of the cubicle is virtually imprisoned in a space some six feet long, three feet wide and four feet high. In fact, there is scarcely breathing space in these Chinese burrows, and certainly the air space is utterly inadequate for an adult, to say nothing of a child. But there might be something to say for this crude attempt at privacy were the curtains regularly cleaned and fumigated, but there is nothing to show that these cloth screens are removed from one year's end to the other. They remain hanging; absorbing the germs that swarm in the air, until they collapse from sheer rotteness and old age. It is a heaven's blessing when some diseased occupant has to be removed from one of these filth-impregnated cubicles, for then the occupants of the other cubicles are compelled, willy-nilly, to drag down their precious partitions and see them properly cleaned and fumigated for once in a way. Mr. Humphreys was perhaps a trifle over-emphatic in his language when he said that no amount of ordinances and no quantity of inspectors could remedy this Chinese habit, because that is precisely one of the objects of the Sanitary Board's existence. There should certainly be regulations enforced so that the inspectors could deal with flagrant cases of long-standing filthiness, without needlessly disturbing the Chinese residents. In these hot days and hotter nights the atmosphere of the cubicles can be little better than suffocating, and perhaps when it is found that a Chinaman here and there has been asphyxiated in his bunk the Sanitary Board may awaken to the realisation that some remedy for this state of things is absolutely necessary. The Sanitary Department may scour the walls and whitewash them to their hearts' content once a year, but if they leave these begrimed rags and patched quilt-like hangings—all of one colour through age and dirt—they have merely grazed the surface of the sanitary requirements and failed altogether to get at the root of the evil. If one could fancy a microbe chucking, he would be highly amused at the grins of the ten times ten million microbes which make these cubicle curtains their home and their habitation.

SINGAPORE'S INDEBTEDNESS.

(26th July.)

Unless the figures published by the *Singapore Free Press* are grievously wrong, the financial position of the Straits Settlements, mainly as the result of the expropriation of Tanjong Pagar Docks, is far from satisfactory. Only a few years ago, less than a decade, the Government of the Straits Settlements could annually boast of a surplus of revenue over expenditure, and at the same time retire with the knowledge that the Colony was not burdened with debt of any description. But the progressive policy of the present Governor has converted that surplus into an alarming deficit, so that it is difficult to see how the Colony is to meet its liabilities. The award of the special Commission appointed in connection with the expropriation of Tanjong Pagar Docks amounted to thirty million dollars, or in round figures £3,500,000. The scheme adopted for improvements and developments at Tanjong Pagar is estimated to involve an expenditure of £1,800,000. Then £500,000 is to be spent in deepening Singapore River, while the inner harbour scheme is expected to cost £1,000,000. There is also a minor item of

SATURDAY'S GYMKHANA.

A RECORD MEETING.

Although the attendance at the fourth meeting of the Hongkong Gymkhana Club, which was held at Happy Valley on Saturday last, was not what it could have been, yet the very excellent finish in each race, and especially the large dividends paid at the pari-mutuel stand, which were the best paid out for some time, made up for the small attendance. The weather, though very hot, did not appear to have made any difference with the sports. The jockeys took to different means for protecting themselves from the sun; the members' stand was "roofed," while the majority of others had either to remain in the shade under the grandstand or to be "baked." A few seconds before the starting of the first race His Excellency the Governor, Sir Matthew Nathan, arrived and was met by Messrs. C. H. Ross, H. P. White and J. A. Jupp, who conducted him to his stand. The band of the West Kent Regiment, under the charge of Bandmaster T. McKelvey, was again in attendance, rendering appropriate music and keeping matters cheerful.

The first race of the day was the fastest event seen at a gymkhana meeting for some time, and it was in this that Mr. G. W. Gegg showed admirable riding on Highland Gilie. Before the jockeys went out the backing was mostly on Pathan (2nd lb.) who was favourite, Merry-mite next, on account of the small weight (9st. 10lb.), and those who were in the know touched Highland Gilie, who stood at 10st. 11lb. From the start Gegg was to be holding back his mount hard and in consequence purposely lost a good place in the field. He was trailing up to Black Rock, Pathan still leading the lead. From the Black Rock, after swerving to the outside, and then Mac's pony rattled its legs. At the village Gegg pulled in a bit for the turn and entering the straight in third place—he gave the pony "rope." A few yards from the post Pathan and the Gilie were neck and neck. Then Gegg began to work earnestly, pushing the Gilie along in good style, and won by a neck from Pathan.

A large field contested for the second race, and it was said by all present to be no race at all. The starter's flag did not fall, no bell was rung, but the race came home, nevertheless, Mac's pony being the winner.

People were asking what is becoming of the Challenge Cup race of late. "A race of this kind usually fetches a large field but on Saturday only two ponies contested and Master won again on Blue Nile, making 9 points. It was whispered on the course that there was a bet in view and one pessimist, who became sarcastic, remarked that people came to see racing not to be settled. However, the question of the bet lacks confirmation.

Following are the descriptions of the different events—

1.—4 P.M.—ONE MILE AND A QUARTER FLAT RACE. HANDICAP.—For all China ponies. Non-winning jockeys allowed 5 lb. Entrance fee \$5. 1st prize: A Cup presented by Mr. H. E. R. Hunter; 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. D. Macdonald's Highland Gilie, 10st. 11lb. (Gegg) 1
Mr. W. G. Clarke's Pathan, 10st. 11lb. (Clarke) 2
Mr. F. H. Hickman's Roscommon, 10st. 11lb. (Dunlop) 3
Father O'Flynn's Merry-mite, 9st. 10lb. (Gresson) 4
Mr. G. K. Hall-Brutton's Preston, 11st. 11lb. (Gresson) 5
Hon. Mr. W. J. Gresson's Mamodeen, 10st. 7lb. (Gresson) 6

A very fair start, Pathan taking the rail position from the start. The field spread as soon as the village was reached, Highland Gilie being last. The same order was maintained for some distance on, and passing the judge's box the order was: Pathan, Preston, Roscommon (trying hard for second place), Merry-mite, Mamodeen and Highland Gilie (going easy). At the football stand Preston challenged for first place, Highland Gilie last, but one Leaving Black Rock, Roscommon forged into third place, with Highland Gilie. On the home run the three were bunched, with Pathan still leading. A most exciting finish resulted in Highland Gilie being pulled home by a nose from Pathan and Roscommon a neck further back.

Time: 2 min. 45 2/5 sec.
Pari-mutuel: \$22.60.

2.—4.30 P.M.—WELTER RACE. 3 FURLONGS.—For all China ponies which have not been entered for any of the regular racing events this Gymkhana season. Catch weights over 13 stone. Riders in the regular racing events to be barred. Entrance fee \$5. 1st prize: A Cup presented by Hon. Mr. W. J. Gresson; 2nd prize: \$25.

Mr. Moxon's J. (Owner) 1
Mr. Hynes's Sirocco (Henchman) 2
Mr. Logan's Paisley's Pride (Logan) 3
Mr. Robin's Saxon (Tiefenbacher) 4
Mr. M. W. Slade's Atlas (Owner) 5
Capt. Smith's Shlimose (Owner) 6
Mr. Hynes's Sirocco (Owner) 7
Mr. Macdonald's Highland Gilie (Doran) 8
Hon. Mr. W. J. Gresson's K.O.S.H. (H. W. Slade) 9

A field of nine entered the field and entered to the three furlong post. A runaway "start" was seen, although the starter's flag never dropped, nor was the starting well rung. In consequence of that it was thought by the lookers-on that it was a false start, but when the jockeys made no attempt to pull up and went back to starting post, spectators wondered what was going to happen, thinking perhaps that the horses had been started and were unable to hold them back. Coming round the 1/4 mile, Hughes, the rider of Rabbit, rolled off the saddle, and sustained some damage to his face, by his pony—thinking perhaps he could do better minus a rider—kept going and came in third place, but was not counted. It could not be called a race, for several ponies did not start, and seeing that the others were not coming back, they were ridden home.

Dividend: \$64.60.

3.—5 P.M.—GYMKHANA CLUB CHALLENGE CUP.—Distance one mile.—Value to be declared when cup is purchased. For all China ponies. Catch weights at 10 st. 6 lb. Winners of 5 open races or open griffin race allowed 5 lb. extra. Non-winning subscription griffin allowed 5 lb. Non-winning jockeys allowed 5 lb. To be won by the pony scoring most marks in a first, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 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ALLEGED INFRINGEMENT OF TRADE-MARKS.

JUDGMENT RESERVED.

Further hearing of the case was continued this afternoon, at the Magistrate's, in which the Chinese Sugar Refining Co., Ltd., appeared as complainant against the proprietors of the Fung Fat Leung pill shop, of No. 125, Des Voeux Road Central, for exposing for sale certain bags of sugar to which forged trade-marks and false trade descriptions had been applied.

Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, prosecuted, and Mr. R. A. Harding represented the defendant firm. The case of the prosecution being over, the witnesses for the defence were examined. The manager of the defendant firm said he dealt largely in all kinds of sugar. Witness's firm bought between \$50,000 and \$60,000 worth of sugar from the complainant's firm during the first six months of this year, under the name of "Chea Tong." Witness's firm bought no sugar from Taikoon during the last two years. Speaking as to the working of his firm, witness said that when coarse sugar was bought from his firm, the quality of the sugar, as well as the name of the firm from whence it originally came, were entered in his books. As regards the sale of a bag of sugar to the Chinese Sugar Refining Company on the 13th instant witness knew nothing about it. Continuing, witness said that it would be impossible to trace the purchaser of a bag of sugar a month after the sale had taken place, simply because witness's firm had a large business. On the 9th instant he remembered Sergeant Watt calling at his godown, and witness personally took the letter and showed him the sugar. At that time there were over 300 bags of sugar in the godown. With the exception of the bag of sugar in Court the marks on the other bags in his godown bore special marks.

Here Mr. Looker interpolated that when questioned in his shop witness said he could not read the marks on the bags.

Cross-examined, witness said he was a partner in the firm. "Why did you deny when asked by my interpreter that you were a partner in a manager in the firm?" queried Mr. Looker.

"When the interpreter asked me," replied witness, "I replied *see lung-kah* (managing partner). The Court interpreter here said that the words *see lung* came from the Sunning dialect; it was not used by Cantonese.

"Didn't you tell me," asked Mr. Looker, "that none of the partners was in the Colony?"

"Continuing," witness said he dealt in two kinds of sugar—Jardine's and a German brand. After both solicitors had addressed the Court, Mr. Hazeldene reserved his decision, until Tuesday next, at noon.

THE JUDGMENT.

In Original Jurisdiction this morning, His Honour the Chief Justice, Sir Francis Pigott, presiding, delivered judgment in the case in which Messrs. Leuba sued Messrs. Ullmann and Co., for an injunction to prevent them using the "Yee-nah" and "Po Wai" trade-marks on watches sold by the defendant firm. His Honour said this action was begun in 1902, and finished in July of this year, after twelve days' hearing. The plaintiffs' title depended in the first place in a great measure on the action or want of action of the Bovets, (the original owners of the marks), while much depends on the action of Ullmann, and a difficulty arose from the fact that none of the parties engaged in the case had any direct knowledge of the material facts of the acquisition of the marks or of the alleged infringement. The reliance had to be put on the evidence taken at the trial, and that under commission in Switzerland, innumerable documents, and a shop-full of watches being produced in Court. This was necessary, as it is in all trade-mark cases such as this, where the issues depend on facts which occurred very many years ago. There were two points which did not appear to fit in with the scheme of an action in English Courts: first, registration of trade-marks in Switzerland, and, second, infringement in Hongkong. He had no doubt that the early history of the trade-marks had been correctly given, and that the watches then made and sold by Edward Bovet bore the marks "Po Wai" and "Yee-nah," as Alphonse Bovet testified, so that the origin of the marks is perfectly clear. The practice of using these marks for their watches had been so successful among the Chinese that it was the obvious thing for others embarking in the trade to follow suit. Ullmann, the defendant, bought the marks quite legitimately, since the law does not protect an idea, such as it was then, when in 1893 he registered the name "U Li Man," but it was extraordinary that Ullmann did not perceive that "Yee-nah" was also the transliteration of some European name of a watchmaker. It was said he thought "Yee-nah" meant "China," while at the same time other witnesses on his behalf said they thought "Yee-nah" was the sign of a second quality watch, and that some mysterious way it had come to mean a second-class watch of any make. His Honour had no doubt in his mind that it was a deliberate assumption by Ullmann of Bovet's mark when he registered it, made with too little thought of its origin, and that the explanation subsequently given was an afterthought, for if he thought this mark was "common to the trade" why go to the trouble of registering it? It is noteworthy that another of the "Yee-nah" marks, *see lung*, was registered by prominent persons in this colony, figured by Couturier-Guindard. The first question he had to consider was whether Leuba had acquired a title in Hongkong, and His Honour found the case very simple—all the conditions are fulfilled as required by Common Law. The second question is, have those rights been infringed in Hongkong by defendants? He was unable to conceive of any other motive on the part of Ullmann, in adopting the "Yee-nah" mark, than that of getting some of the benefit of its reputation in this Colony. Other witnesses registered the "U Li" mark in 1892, so that it was clear even then its value was fully established, and the enterprising mind of Ullmann must have recognized the fact. A good deal of the evidence had been called to show that when a Chinaman went into a shop and asked for a "Yee-nah" watch, he meant to have it, and if they could not supply it he went elsewhere, and no other would suit him. His Honour referred to the correspondence between the parties, ending with the threat of these proceedings, which threat was not, however, carried into effect for a long time after it was made. As regards the "acquiescence" of the plaintiffs in the defendants' use of the marks, the law on the subject was that if a trade-mark were infringed notoriously, and the owner, knowing, or being in a position to know of it, does not, or delays to pursue the infringement, which meant that in that case the infringers had turned the mark into common property and everybody who chose could use it, irrespective of the damage suffered by the original owner. But if the infringers are not numerous, and the infringement is not notorious, and the owner delays in

pursuing them, then the marks do not become common property, provided the owner does pursue the infringers within the period of limitations. This led to the question whether the "Yee-nah" had become *publici juris*, and His Honour was of opinion that the statement that Bovet did not know of the infringements that would be insufficient to make the mark common property, and His Honour did not think that a word or mark which had been exclusively used by one trader which had been his property for ever, but might become *publici juris*, as in the case of "Harvey's Sauce," wherein it was held that anyone who liked could make "Harvey's Sauce." His Honour then dealt at length with the question of the delay in bringing the action, and said he could see no trace of actual acquiescence on the part of the plaintiffs. The proceedings in the Swiss Courts were then reviewed, a number of copies of evidence taken in those proceedings, being refused admission in this Court, as they were not proved or certified, as required by the rules. His Honour then touched upon the effect of registration and non-registration of trade-marks, and passed on to a consideration of the marks and alleged borders. He then came to the law of the case and said he emphasized what was too often overlooked, that the law as to infringement of trade-marks is but a branch of the law of torts, with special rules applicable to the circumstances under which the rights are acquired, and the infringement of them occurs, but we may expect to find in trademark cases referable to the more familiar ones of the law of torts. In this case the plaintiffs' defendant has sold watches bearing the plaintiffs' marks, and so their rights have been infringed, and their great grievance. This seemed to bear striking resemblance to a human being intervening to divert the chain of consequences arising from a wrongful act from their normal sequence. If a man does a wrongful act he is not only liable for all the consequences which spring automatically from that act, but also where there is a disturbing cause in the chain of circumstances, he is liable for the consequences resulting therefrom, if he knew of its existence, or foresaw its existence, as a responsible man, and the probable consequences. Applied to this case His Honour found that here a man unlawfully puts a portion of another's trademark on goods which he sells to a third, and that purchaser is enabled thereby to complete the mark, and so infringe it, so the first man was liable if he knew that purchasers were likely to complete the mark and so infringe it, or if as a reasonable man he ought to have known it, as to the facts of the case the evidence was overwhelming that Ullmann, or the Bovets Brothers, ought, as reasonable men, to have foreseen that it would occur, as in fact it did occur. There the plaintiffs' case stops, as they admit there was no wrongful act. Even supposing that the case was put as high as this, that it was done with the deliberate intention of injuring the plaintiffs, yet no action would lie, for what he in fact did which caused the damage he had a right to do. Malice, *per se*, is not a cause of action, a man's motive will not make a wrongful act which is not of itself wrongful. If a man has a right to do a thing he may do it with whatever intent. His Honour had doubts on the question of the plaintiffs' admission, but he could not alter the case as the plaintiffs had shaped it. His Honour reviewed the authorities cited by learned counsel at the hearing of the case, and said he felt confident that the Chinese came to regard the mark as a trademark, mainly because they knew the object with which trademarks are used by European firms, and he thought he might assume that without that mark they would not have bought the watches. He held therefore that the azure had become a trade mark, and that there was overwhelming evidence that it was common to the trade. It was clear that Bovet realized that his rights had been infringed, but whether he would have framed his complaint in the highly ingenious form in which Mr. Slade had put it is another matter. If a trader uses ingredients in making his trademarks that are easily copied, and are in fact copied, he must seek protection of the law as often as they are copied, for frequent copying, if notorious, and if unchecked, comes at last to destroy the exclusive right of any one person. A mere circular to the trade is not a sufficient vindication of his rights. As regards the azure alone he was of opinion that the plaintiff must fail. With regard to the "Yee-nah" mark the plaintiff was entitled to an injunction restraining the defendants or their agents from using the mark either in Hongkong for use or sale, or in Hongkong as a distributing centre for the rest of China. This would cover that mark in any form resembling the plaintiffs' mark, either without a border or with any form of surrounding device. But the nature of the account to be taken required some consideration. It had been held that a defendant is not to be allowed to go on selling for four or five years, or more, and then at the end say he is your salesman, and come on him for an account of the profits. In that case there was a standing by with knowledge of the infringement, and so here was the same thing on the part of Bovet. He stood by with a full knowledge of what Ullmann was doing. But as the statute of limitations does not apply the remedy is not lost, and therefore the plaintiffs Leuba have the rights as Bovet would have had and he chose to exercise them within the period limited. The account must therefore date from the day on which Leuba first intimated to Ullmann on his agents to desist from selling watches bearing his mark. The injunction and account will include the "Po Wai" for what it may be worth. The order to deliver up, he thought, should not include the watches and other goods ordered from Switzerland, or elsewhere, during the time Bovet was selling by or prior to the date of Leuba's first intimation to the defendant. Although the injunction would restrain their sale in Hongkong. He would suggest that the existing stock of watches against which the injunction would operate should be shipped to Shanghai, with an undertaking that none of them will be sold to dealers in Canton or other places usually supplied from Hongkong. Leave was given to either party to apply to vary this order, and the question of costs was reserved.

Mr. Slade said they did not wish to press on the question of the stock to be given up.

A NEW FIBER.

At the offices of the Public Works Department this afternoon the right of erecting and maintaining a permanent Pier over Crown foreshore, opposite to Queen Victoria Street (Pier Site No. 1) was put up for sale by public auction, by order of His Excellency the Governor, for a term of 50 years. The upset price was \$1,000, the largest dimensions being 200ft. by 20 ft.

There was little competition, and at the final bid of \$1,200, which was \$200 above the upset price, Li Shiu Fan became the purchaser of the rights offered for sale. This pier, we understand, is to be used as a point of arrival and departure of the launches plying for hire in the harbour.

S. S. "MOLDAVIA."

P. & O. LEVIATHAN.

Considerable interest has been attached to the arrival of the *s.s. Moldavia*, in Hongkong, as it is about the finest vessel the P. & O. S. Co. have afloat, and expectation was rife to see how she compared with other Leviathans of the deep, that have lately visited this port. Hitherto it has been in the hands of foreigners, and what can be done in the way of the shipbuilders' art and how ocean travel may be made as comfortable as residence in first class hotels, by building what have been claimed to be "floating hotels," but now the P. & O. S. N. Co. is apparently waking up to the fact of the keen rivalry and competition in the passenger and cargo-carrying trade between Europe and the Far East, with the result that they are building boats that can take their place side by side with anything afloat without being compelled to take second place. One of these boats arrived in this harbour for the first time this morning, and was, as was only to be expected, subject of much admiring curiosity, both among the craft and their crews afloat and the interested members of the shipping and mercantile community ashore. As she lay alongside the Kowloon wharf the *s.s. Moldavia*, the new arrival, presented a really magnificent appearance, nor was this in any way detracted from on a closer inspection, and a tour through the interior of her iron walls. The *s.s. Moldavia* is a steel, twin-screw steamer, built at Greenock in 1903, and has a length of 540 feet over all, with a beam of 58.6, and is of 10,000 tons register. Her displacement is 15,000 tons, and her average speed is 19 knots, easily maintained. In all she has six decks, and the boat accommodation, from lifeboats to galleys, with office for the supporting of 1,000 persons, should occasion no serious services, while a steam pinnace is kept always ready for any possible requirement. She is also fitted with troop decks, so that, at a few hours' notice, she would be ready to convey troops from one end of the British Empire to the other—a great desideratum in these perilous times. As for her accommodation, she has berths for 410 first class passengers, and 150 second, the arrangements being such, by means of the galleys, of staterooms, each class can be got away off from the other, and the berths, and each hold their entertainments in their own part of the vessel, without in the slightest degree interfering with, or embarrassing, the other. The cabins are fitted with electric light and fans, and have large port-holes, instead of the usual 6 by 6 inch punctures generally met with. Above and circulating in the saloon, is the music room, which is fitted up in very handsome style, and flanked, fore and aft, with suitable oil paintings representing scenes from "The Tempest." Here are chairs and lounges to tempt the most miserable sufferer from *mal de mer*, while a grand piano, by Collard and Collard, is ready at all times to do service; by discarding those sweet strains which are supposed to (but don't always) "soothe the savage breast." The saloon, immediately below, and overlooked all round by the music room, is a handsome apartment, capable of seating 400 persons at a sitting, and is handsomely paneled in relief with *boiserie à la chinoise*, while numerous electric fans continually agitate the air and help to keep the atmosphere cool, when necessary. Adjoining the saloon is the smoking room, another handsomely upholstered apartment, fitted with a bar, and supplied with all the paraphernalia for games of sorts, from dice to dominoes, and *petquet* to poker. The floor is covered with rubber-matting one inch thick, and this same rubber is to be found, as a safeguard, wherever passengers might be likely to feel to excess the movement of the vessel in bad weather, and thus be likely to lose their equilibrium. The bathroom and lavatory accommodation is more than ordinarily lavish, and such as is not usually found in ordinary passenger steamers; and what is said of the first class accommodation, with its equal justice, he said of the second class, for there is so little to choose between them that one marvels "how it can be done at the price." The promenade deck is a magnificent piece of wood-paving, as well as did and smooth as if intended, indeed, for a ball-room! Dr. Griffin, an old and well-known servant of the company, having seen considerable service in the company's fleet, has a perfect little hospital, surgery and consulting room, bath-rooms, and isolation room, all to himself and so arranged that he can at any time separate one from the other by means of air-tight (and, it is hoped, germ-tight) doors. The captain's dining room, passenger mess, are all very well "housed," but, as usual, most is left to be desired in the housing of the officers, upon whom the navigation of the ship, and the safety, welfare and protection of the passengers, devolves. Their very cramped and scanty accommodation is perhaps the one defect to be found in this otherwise very handsome, well-appointed, and well-found vessel.

POLICING THE WEST RIVER.

A PENANG COMMENT.

Referring to the *Salam* piracy case and the necessity for policing the West River, the *Star of Penang* writes: "The West River, that plays absolutely unmolested in the West River and in the silk junk. These are beautifully modelled craft and generally mount from seventeen to twenty good brass guns and carry a crew of from fifty to a hundred men armed with repeating rifles. They are fast sailers and care for nobody. Of course, China is supposed to police the West River, and she does so—after a fashion. Every few miles you meet a Chinese guard boat, generally some old junk, armed with a few old guns, and a crew of tied up in nice little bows of red hunting and which would be more dangerous inboard than out if fired. The guard boat seems to have a great predilection for anchoring and swinging over her beef bones—only her crew don't eat beef—none is out of the way reach of the river where nothing is at all likely to take place. Then, too, she keeps a gong beating and so warns all evil-doers of her presence, with the result that they generally accompany her, carrying on their little depredations elsewhere, and so leave the sleepy river guards in peace. If a report is made to the captain of a guard boat he generally finds, like the burlesque policeman, that it is off his beat, or he has pressing business in the opposite direction. Now and again one does meet a steam gunboat or torpedo boat flying the Chinese flag on the river, but her commander is usually so poorly paid that he has no time to waste in looking for pirates and brigands and so increases his earnings by acting as tow-boat to passenger junks that may happen to be in a hurry. It thus happens that the policing of the West River is left practically in the hands of the Treaty Powers and of these France and England lead the lead with their shallow-draught river gunboats of the *Kobin* and *Woodcock* type. These little crafts are constantly puffing up and down the river, but where pirates cannot be everywhere at once in a stretch of river several hundred miles in extent so the pirates, who possess an excellent intelligence department, keep an eye upon their movements and arrange their attacks so as to take place during the absence of any foreign gunboat.

BERI-BERI.

SUGGESTIONS FOR TREATMENT OF THE DISEASE.

We have been favoured with the following communication from Dr. Paul, who has had considerable experience in the treatment of beri-beri in the Malay States, and whose observations should prove of interest to the medical fraternity of Hongkong.

"To the Editor of the HONGKONG TELEGRAPH:—Sir, Will you kindly allot me a small space in your esteemed paper.

I have read with great interest a research into the etiology of beri-beri by Drs. Hunter and Koch, and I quite agree with them, that the disease (beri-beri) does not occur from micro-organisms. General medical men, with whom I came in contact when Acting Medical Officer to the Pahang Corporation (Quanton Tin Mines, Pahang), informed me that it was owing to organisms in the blood, but I did not agree with their theory but held to my opinion that it was nothing more than a sort of pernicious anemia. I have read with great interest a research into the etiology of beri-beri by Drs. Hunter and Koch, and I quite agree with them, that the disease (beri-beri) does not occur from micro-organisms. General medical men, with whom I came in contact when Acting Medical Officer to the Pahang Corporation (Quanton Tin Mines, Pahang), informed me that it was owing to organisms in the blood, but I did not agree with their theory but held to my opinion that it was nothing more than a sort of pernicious anemia. I have read with great interest a research into the etiology of beri-beri by Drs. Hunter and Koch, and I quite agree with them, that the disease (beri-beri) does not occur from micro-organisms. General medical men, with whom I came in contact when Acting Medical Officer to the Pahang Corporation (Quanton Tin Mines, Pahang), informed me that it was owing to organisms in the blood, but I did not agree with their theory but held to my opinion that it was nothing more than a sort of pernicious anemia.

(a) Good ventilation.
(b) Sunshine.
(c) Generous diet.
(d) No overworking.
(e) Exercise in the open air.
(f) Change to the sea-side.
(g) Nervine tonics.

There is nothing more that can be done for beri-beri cases than that reported by Drs. Hunter and Koch. In the last resort the patient must leave the infected district.—Yours faithfully,
D. R. PAUL, M.R.C.P., L.R.C.S., L.M.

THE ROYAL HONGKONG GOLF CLUB.

The quarterly meeting was held at the Happy Valley on the 21st and 22nd inst. The following returns were made:—

MACLEWEN CUP.	
Mr. H. S. Sweeting	90-15-75
Mr. C. E. H. Beavis	79-2-77
Mr. C. B. Biron	85-6-79
Mr. C. B. Down	87-7-80
Mr. F. W. Warren	92-12-80
Mr. W. D. Kral	95-11-80
Mr. L. H. Wilson, R.N.	95-11-80
Mr. T. S. Forrest	77-4-81
Mr. W. D. Kral	86-5-81
Mr. E. V. D. Parr	90-2-81
Mr. R. Macpherson	89-7-82

JOHNSTONE CUP.	
Mr. C. E. H. Beavis	2 strokes 1 up.
Mr. H. S. Sweeting	11 " all square.
Dr. G. M. Harston	7 " 1 down.
Mr. E. V. D. Parr	7 " 2 "
Mr. W. D. Kral	4 " 3 "
Mr. C. B. Biron	5 " 3 "
Mr. C. B. Down	5 " 3 "
Mr. C. H. Gale	11 " 3 "
Mr. F. W. Warren	9 " 5 "
Mr. R. M. Crose	11 " 7 "

POOL.	
Mr. D. B. Murray	88-18-70
Mr. H. S. Sweeting	90-15-75
Mr. C. E. H. Beavis	79-2-77
Mr. C. B. Biron	85-6-79
Mr. F. W. Warren	92-12-80
Mr. L. H. Wilson, R.N.	95-11-80
Mr. T. S. Forrest	77-4-81
Mr. E. V. D. Parr	90-2-81
Mr. J. Clark	83-1-82

Winner of Pool.

The next Club competition will take place on the 4th to 6th August, for the Captain's Cup.

RUMOURD VICKREAG CHANGES.

CANTON VIC-ROY'S TRANSFER PROPOSED.

A rumour, which while lacking official confirmation, for the present, has every chance of turning out true, has come from Peking, says the *N. C. Daily News*. It is to the effect that the Council of State Affairs (Chengwuch'ui), after frequent secret conferences with the Grand Council, is on the point of strongly recommending to the Throne the appointment of H. E. Tuan Fang (one of the Travelling Commissioners) at present substantive Viceroys of the Min-Ché (Fukien-Chékiang) provinces, to be Viceroys of the Liangkiang (Kiangsu, Kiangsi and Anhui) provinces, in which case the present acting viceroys of those provinces, H. E. Chou Yu will go to Canton to take up his substantive Viceroys of the Two Kwang provinces, vice the acting incumbent H. E. Tsén Ch'iu-hsuen, who goes to Foochow to fill the post of substantive Viceroys of the Min-Ché provinces. There could not be a happier way to satisfy the discontent now rife in the Viceroys named, the fact being that the present acting Viceroys at Nanking is not considered in mandarin circles to be a strong enough man for the difficult and arduous duties that pertain to the notorious squabbles and disagreements between Viceroys Tsén Ch'iu-hsuen and the gentry and merchants at Canton concerning the Canton-Hankow Railway will be more likely to cease. Finally it is reported that H. E. Yang Shih-hsiang at present acting Governor of Shantung province is to be confirmed in his post. At one time there were some intentions in Peking to transfer his Excellency to some other place on account of certain intrigues against him.

DOUGLAS S. S. CO., LD.

AND THE FORMOSAN TRADE.

According to an Osaka message to the *Asahi*, the Yamato-Hongkong line was formerly monopolized by the Douglas S. S. Co., but since Formosa became Japanese territory the Osaka Shosen Kaisha opened a new service and finally monopolized the line. Now that the Formosan tea season has set in exports from the island have accumulated to some extent, and taking this opportunity the Douglas Company intends to recover its navigation right and the Company's steamer *Haiman* has entered Tamai. Thereupon the Osaka Shosen Kaisha has increased the services of the *Kyūgawa-maru* on the Tamai-Foochow line and of the *Taijin-maru* and *Taiji-maru* on the Tamai-Hongkong line. The Japanese steamship company is preparing to continue competition to the last by increasing the number of these liners.

ASSAULT BY INDIAN WATCHMEN.

ALLEGED TO BE PT TO ON A COMPARTMENT.

Three Indian watchmen, employed at Downing Canal West, were charged at the instance of Inspector Gourlay, before Mr. F. A. Hazel, at the Police Court to-day, with assaulting Mohan Singh, on the 24th instant, with intent to rob him of \$350 in money and eleven promissory notes, worth \$3,300. The defendants denied the charge. The complainant, who is employed at No. 7, Bowrington Canal, said the first defendant left the yard at six o'clock last evening and returned at 11.30 o'clock with two others. When defendants returned, complainant was sitting outside his quarters. The first defendant approached him and asked for a drink of water. The complainant went into the house to get them the water, when the three followed him inside and there attacked him from behind, throwing complainant on the floor, and beating him with sticks. Then the men demanded money for drink, but the complainant refused to part with any, and while two of his assailants held him down, the others went through his pockets. The unfortunate watchman shouted for help and a few Chinamen living in the timber yard came to his assistance. The defendants were later arrested. Further evidence was called testifying to the condition of the man when he came to the station. He had finger-nail scratches on the left side of his neck, his mouth was swollen, his left eye discoloured, and his clothing badly torn.

His Worship convicted the defendants and sentenced them to three weeks' hard labour each.

TRAMCAR v. RICKSHA.

OCCUPANT OF RICKSHA SERIOUSLY HURT.

An eastward bound tramcar collided with a ricksha in Des Voeux Road West, near the Wing Lok Street Junction, at half-past six o'clock last evening, and as a result of the collision Leung Pak Pang, a shopkeeper, of No. 168, Queen's Road West, sustained a broken leg and is now being tended by Dr. Lee Hok, while the ricksha coolie, who disappeared soon after the accident, and was later arrested, was placed before Mr. F. A. Hazeldene, at Police Court this forenoon, charged with reckless driving. From a report made by Constable Murphy, it appeared that the ricksha passed down Queen Street and entered Des Voeux Road West, going eastward. The tramcar, which was travelling behind the ricksha, slowed down to turn the curve. The ricksha, which was all the time on the wrong side of the road, tried to get on the left hand side, by crossing in front of the approaching car. The coolie made a dash across the track when suddenly realizing the danger he attempted to turn back. In the attempt the vehicle was overturned in the centre of the track and the unfortunate fare thrown out. The motorman applied his emergency brake, but as the car was so close no effect was produced and it came into violent collision with the ricksha, reducing it to matchwood. The shopkeeper, who was stunned by his heavy fall, still lay on the side of the lines, and when the collision took place he was pushed along the road for a few yards and finally jammed between the ricksha and a trolley pole, breaking his leg. An ambulance was called, but the shopkeeper refused to go to hospital and had to be carried to his home. The police took charge of what remained of the ricksha. The coolie was fined \$15.

ALLEGED BURGLARY.

A TRIO OF BRICKLAYERS IN TROUBLE.

The occupants—two in number, a Chinese woman and her mah, of No. 5, Aberdeen Street, received a visit from robbers at 4.30 o'clock this morning, and had it not been that the mistress was a light sleeper, she would have been the loser of \$30 worth of clothing. According to the story she told the police, she was lying awake in bed at the time when she heard footsteps outside her cubicle. Seeing a man squatting near the door of her cubicle, she watched him and saw him removing her clothing piece by piece and handing it to another person who carried it downstairs. When the thief had collected about eighteen pieces the woman thought it time to act, and jumping out of bed, yelled for the police. This so frightened the intruders that they bolted. They rushed to the verandah and getting on to a scaffolding made their way down to the street. A *lukong*, who heard the disturbance, saw the men coming down the scaffolding and when they got below he took them in charge. The clothing was recovered. The three men, who said they were bricklayers, were taken to the Central Station; and before Mr. H. H. J. Gompertz, at the Police Court to-day, were asked to plead to a charge of theft. They denied the charge, and added that on hearing the woman calling out they came into the street to see what was the matter. They saw a man run out of the house and disappear. A *lukong*, who could not capture the fugitive, returned and arrested the trio. The evidence as to the locality was not clear, and after a witness for the defence had been examined, His Worship adjourned the case in order to view the premises.

After his Worship returned from inspecting the premises, he found accused guilty of the charge, and sentenced them to six weeks' hard labour and six hours' stocks each.

CONSUL-GENERAL BRAGG PENSIONED.

The Bill passed by the Washington Senate on the 18th ult. granting a pension of \$50 (gold) a month to Gen. Edward S. Bragg, of Wisconsin, was introduced by Senator Spooner at the request of the General, who is in feeble health and without means of support, and who came to Washington to personally urge his claim upon Congress.

Gen. Bragg was the author of the famous report to the criticism of Grover Cleveland in the national Democratic convention of 1884: "We love Grover Cleveland for the enemies he has made."

In the convention of 1888 he again came into prominence for another saying. While addressing the convention, being of feeble voice, he was interrupted by cries of "Louder." Finally, exasperated by the interruptions, he piped out: "When Gabriel blows his trumpet some jackass will call out 'Louder!'"

Gen. Bragg parted company with the Democratic party in 1896 and supported McKinley on the money issue. He served as Minister to Mexico under President Cleveland, was Consul-General to Havana under President McKinley and later Consul-General to Hongkong. He was a delegate to every Democratic national convention from 1872 to and including that of 1896.—*The Sun* (New York).

JUPITER PLUVIUS.

RETURNS IN STATE TO HONGKONG.

Not so very long ago, people in Hongkong were bawling the inadequacy of the water supply, and in Wanchai matters reached such a desperate state that residents were unable to get sufficient water to provide for their maternal cup of coffee, to say nothing of other domestic purposes. Now, however, the boat is on the other leg, for people in the same district are grumbling at the expense involved in travelling from one place to another on account of the superabundance of water in the streets. At first sight it seemed as if the dry season had again arrived, for the thoroughfares on the lower levels were flooded to-day, just as they were when water being scarce and only to be obtained at a price, the hydrants were allowed to burst and afford kaleidoscopic effects for the instruction of the young and the entertainment of the ribald. Jupiter Pluvius has undoubtedly returned with a vengeance, and we may take it that the cry of a depleted water supply will not be heard again this year. While residents have been looking for the arrival of the *typhoon* which has been hanging around the *typhoon* for some days, if the reports of the meteorological department are to be trusted, they were scarcely prepared for the series of cloud-bursts which have broken over the city during the past few days. One effect of the rain storm has been a gratifying fall in the thread of the thermometer. Previously the weather had been been abnormally hot, and panting humanity sought in vain for refreshing breezes along the Praya, but even the occasional puff of wind which idly flapped the sails of stationary yachts in the hydrants scoured the skin as if it had passed over the Arabian desert. It is unfortunate that nature in this part of the world is unable to hit upon a happy medium. It is always experimenting, and never reaching a solution of the problem; the weather is either too hot or too cold, too wet or too dry. One would almost take it to be a Government department, so erratic and unaccountable are its ways.

INDIAN CASE SETTLED.

THEY TOOK THE CAKE.

The case in which Mr. C. F. Dixon, of the office of Mr. John Hastings, applied, before Mr. H. H. J. Gompertz a few days ago, for the withdrawal of a case in which Churnam Channul, of 8, D'Aguilar Street, was named as manager of Messrs. Dhuamull Churnam & Company, of 2, d'Aguilar Street, for converting a packet, valued at sixpence, which was entrusted to their care for the complainant firm, on 4th May last, and in which his Worship refused to grant the application for withdrawal, was called on again, at the Police Court, this afternoon. On this occasion, Mr. John Hastings prosecuted, and Mr. G. K. Hall, of Messrs. Brutton and Hett, defended.

Mr. Hastings said that the parcel referred to was one delivered through the Post for his client. His client was not in the Colony at the time and the parcel was opened. He and Mr. Brutton would ask that the case be withdrawn.

Mr. Brutton said that the complainant was formerly a servant of the defendant firm. Some time during the month of May his clients paid complainant a passage back to India. When complainant was away, a parcel, addressed to him, was received by the firm. The parcel was opened and it was found to contain perishable articles, to be precise, the contents were cakes.

His Worship—And I suppose they ate the cakes?

Mr. Brutton—Quite so, your Worship. A sensible idea. Continuing, Mr. Brutton said that instead of going to India the complainant only went as far as Singapore and returned to Hongkong. His clients had written to India for more of the cakes, and they were willing to return complainant his property. He would ask that the summons be withdrawn.

His Worship said that from what he was now told, he thought there was a ground for withdrawal. The reason why he refused the application at the last hearing was because Mr. Dixon said, on asking for the withdrawal, that the Indian community of Hongkong did not want the case to go on, and he did not think that sufficient reason to grant his application.

Mr. Hastings—I suppose the case will be struck out now, your Worship?

His Worship—Yes.

The summons was then withdrawn.

THE PROPOSED CONSTITUTION FOR CHINA.

A JAPANESE JURIST OUTLINES PEKING GOVERNMENT'S INTENTIONS.

It appears from a translation in the *Japan Mail* that the most definite information yet furnished about a constitution for China is given by Professor Hattori, who has just returned from Peking, where he is employed as a teacher in the University. He says that on the return of the Commission headed by Prince Sü an office will be opened in Peking for the translation of all the principal constitutions in the world, which work will be largely assisted by the students that have studied in Japan. It is expected that a year will be required to make the translation. Thereafter the business of compiling a constitution for China will be undertaken, and as the manners and customs of eighteen provinces, forming an empire with 300 millions of inhabitants, have to be studied and collated, the drafting will probably take some 12 years.

THE "SAINAM" PIRACY.

STARTLING REVELATION.

